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RICHARD H. EDMONDS,
Editor and General Manager.

EDWARD INGLE, Managing Editor.

THOMAS P. GRASTY,
General Staff Correspondent.

Branch Offices:

New York—52 Broadway.
Boston—179 Summer Street.
Chicago—135 Adams Street.
St. Louis—1023 Century Building.

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BALTIMORE, OCTOBER 3, 1907.

SEEING THE SOUTH.

As pleasant and as profitable as the two weeks' trip in the South will be for the foreign spinners, it will give them only an inkling of that section's wonderful capacity for manufacturing cotton. There will not be lacking for them evidence of what the South has already accomplished in textiles, but to acquaint themselves with the many opportunities still awaiting the manufacture they should, after they have made their swing around the circle, return to the South, study carefully some of the representative mills there and investigate some of the great water-powers now under development, the coal resources and other elements entering into success in cotton manufacturing. Their knowledge of the South, too, will be limited unless they visit other cities than those included in their itinerary. For that the best arrangements possible in the time allowed were made, but other cities would be well worth a visit.

HAS FOUND NOTHING BETTER.

Mr. W. L. Van Duzor of Kissimmee, Fla., a real-estate and insurance broker, representing a number of the leading insurance companies of this country as well as foreign companies, writing under date of September 26 says:

I am glad to have an opportunity to express my admiration for your splendid journal. I have read it over 20 years. Always have confidence in the people who advertise in it. It is the South's greatest friend in its struggle for development. In my own business I use its Classified Opportunities department and get inquiries from one end of

To the Daily Newspapers of America:

The MANUFACTURERS' RECORD would suggest to the managing editors of the great daily newspapers of this country the importance of sending special correspondents to the International Cotton Spinners' Convention in Atlanta on October 7-9, and then have these correspondents go on from Atlanta to the meeting in Birmingham, and from Birmingham on to New Orleans, to Galveston, to Houston and other points where the foreign spinners will tarry long enough to make a study of local conditions. The reasons for these suggestions are these:

Cotton, which as the outcome of this convention will be more widely discussed in this country and abroad than ever before, is the chief factor in maintaining the financial strength of this country in its foreign trade relations. Europe pays to the South about \$500,000,000 a year for its raw cotton, which is nearly one-third of the total value of our annual exports. Take from the foreign trade the cotton business and the so-called balance of trade would be against the United States to the extent of several hundred million dollars a year. Cotton is, therefore, a factor of tremendous importance in the foreign trade of the United States and in all our international foreign balance relations.

Cotton, notwithstanding the fact that last year's crop, seed included, was worth over \$800,000,000; notwithstanding the fact that it is the most important single crop, all things considered, produced in the world, is but little understood by the people of the country at large.

The development during the first half of the last century of the cotton industry which, by 1850, not only dominated the commercial and financial interests of this country and Europe, but practically dominated the politics of this country and to a large extent of Great Britain, was the greatest business achievement of the nineteenth century. In far-reaching importance in the world's affairs it vastly exceeded the development of the manufacturing interests of the New England and Middle States during the same period. It required just as much energy and more acquaintanceship with broad world affairs and the financial movements of the world than did the development of the manufacturing interests of other sections.

As cotton, of which this country raises nearly 80 per cent. of the world's crop, is the basis of the largest industrial interests of the world outside of steel and iron combined—and until a few years ago the value of cotton manufactured products exceeded the value of the steel and iron products of the world—it is well worthy of the broadest consideration by the newspaper interests of this country, who have never given to the subject the same attention as has been given to it by the foremost papers of Europe.

It is stated that over 10,000,000 people in Great Britain are absolutely dependent upon the textile industry of that country, and probably very nearly as many on the Continent are likewise dependent upon cotton manufacturing in all of its wide ramifications. Furnishing nearly 80 per cent. of this crop the South is at present consuming only about 2,500,000 bales a year out of the 13,500,000 bales which it produced last year. The entire country now consumes only about 5,000,000 bales, or in round figures about 40 per cent. of the South's production of this great staple.

In view of the limitless possibilities for expansion in cotton manufacturing, this country having only 25,000,000 spindles out of the 122,000,000 of the world; in view of the limitless potentialities of the South for cotton production; in view of the tremendous influence which cotton has had in the past and will to a still greater extent have in the future, not only upon the industrial and financial interests of the South and of New England and of the country at large, but of the entire business world, the visit of over a hundred of the foremost spinners of Europe to the cotton fields and the cotton-handling sections of the South would seem to furnish a most propitious time for the newspapers of America, through their ablest correspondents, to present to the people of the United States broad and comprehensive stories of cotton in all its phases, and at the same time utilize the opportunity to tell the world that cotton is but one of the resources of the South, and cotton growing and cotton manufacturing, great as has been their progress in the Southern States, are fully matched by the development in other lines of agricultural and industrial activity.

the country to the other. I have found nothing better.

Two points in Mr. Van Duzor's letter are interesting—one that he "always has confidence in the people who advertise in it." It has always been the aim of the MANUFACTURERS' RECORD to keep its advertising columns free from objectionable advertisements. Not only does it decline to accept mining and whiskey and kindred advertisements, but its aim always is to have only the very best of people, watching constantly to avoid the acceptance of advertise-

ments from irresponsible houses. It may sometimes make a mistake, and on this account it is always glad to receive suggestions about the character of its advertisers whenever anyone finds an irresponsible concern in its columns. We watch our advertising columns with the same jealous care that we do the good repute of our reading pages. We believe that every paper should regard its advertising pages with the same scrupulous care.

The other point in Mr. Van Duzor's letter is that he uses the Classified Op-

portunities department of the MANUFACTURERS' RECORD and gets inquiries from one end of the country to the other. "I have found," he says, "nothing better."

Moral: Follow his example.

NEGROES IN COTTON MILLS.

In his comprehensive survey before the National Association of Cotton Manufacturers of the textile industry Hon. S. N. D. North, Director of the Census, made a suggestion which is not likely to appeal to anyone who has made a careful study of the negro in relation to the American labor problem. His suggestion looks to the utilization of negro labor in the cotton mills of the South, and he expressed a belief that such a procedure would settle the labor question there. The fundamental objection to the plan suggested by Mr. North is that it would tend to emphasize the movement and to strengthen the efforts in other parts of the country to keep the negroes massed in the South. Such a massing can have the effect only of postponing still longer the opportunity for the negro to decide for himself and of himself whether he is to become gradually a more and more useful being in American life or to be eliminated. His massing in the South is delaying either result and maintaining him as a drag upon American progress.

Placing him as an operative in the cotton mills would be about the greatest curse that could be devised for the textile industry, and instead of settling the labor question would make it more unsettled than ever. The unsettled conditions of labor in this country today are directly traceable to the sudden conversion, almost at the stroke of the sword, 40 years ago of a vast body of efficient but costly labor, about the costliest that the country had known up to that time, into a body of inefficient, still costly, but low-waged labor, competing with other labor of the country and tending to reduce its efficiency, if not to prevent its wages from having normal growth. The introduction of the negro, peculiarly inefficient in an industry of the character of textile manufacturing, into the cotton mills of the South as an operative will surely demoralize that industry in all parts of the country, demoralize as never before the situation for the wage-earners of the country and accomplish the quick and everlasting ruin of the negro himself.

IMPROVEMENT OF WATERWAYS.

Much of practical moment to the Mississippi valley is expected as an outcome of the meeting at Memphis, Tenn., October 4 and 5 under the auspices of the Lakes-to-the-Gulf Deep Waterway Association. President Roosevelt, who is making a trip down the Mississippi for personal study of the situation, will address the convention on the opening day, and among the other speakers will be W. K. Kavanaugh of Arkansas, who will preside; Lyman E. Cooley of Chi-

cago, John L. Vance of Columbus, president of the Ohio Valley Improvement Association; Congressman Joseph E. Ransdell of Louisiana, president of the National Rivers and Harbors Congress; Gov. Malcolm R. Patterson of Tennessee, Congressman Theodore E. Burton of Ohio, Gov. Joseph W. Folk of Missouri, Isham Randolph of Chicago, Gov. Charles S. Deneen of Illinois, Gov. Albert B. Cummins of Iowa, President J. T. Harahan of the Illinois Central Railroad, E. F. Noel of Mississippi, Acting Gov. X. O. Pindall of Arkansas, Gov. John Burke of North Dakota, Gov. Napoleon B. Broward of Florida, Gov. George E. Chamberlain of Oregon, Gov. Bryant D. Brooks of Wyoming, Gov. C. I. Crawford of South Dakota, Congressman John Sharp Williams of Mississippi, Gov. Edward W. Hoch of Kansas, Gov. Newton C. Blanchard of Louisiana, Gov. B. B. Comer of Alabama, Gov. Henry A. Buechel of Colorado and Henry W. Cornell.

The program of the addresses has been arranged to emphasize the wide scope of the plan involved in establishing the deep waterway between the Great Lakes and the Gulf, its bearing upon the development of the Mississippi valley and its relation to the question of river and harbor improvement generally. In anticipation of the meeting the *Wall Street Summary* published last week a comprehensive study by Mr. Robert Emmett Ireton of its staff of projects for the development of our internal waterways, in which he summarizes the history of canal construction, the comparative decline in that means of transportation with the extension of railroad systems and the revival of interest in waterways as adjuncts to the railways, and traces the connection between the improvement of our great rivers, the rebuilding and extension of canals, the building of intercoastal canals and the deepening of harbors. The article is, in fact, a preliminary sketch of the speeches which are to be made this week at Memphis.

It is of interest to recall that 62 years ago John C. Calhoun of South Carolina presided over a gathering at Memphis of 600 delegates from Pennsylvania, Virginia, North Carolina, South Carolina, Mississippi, Louisiana, Texas, Arkansas, Tennessee, Iowa, Kentucky, Missouri, Indiana, Illinois, Alabama and Ohio, which was outspoken in favor of almost the identical projects contemplated by the gathering in 1907. Among the resolutions adopted were the following:

Resolved, That safe communication between the Gulf of Mexico and the interior, afforded by the navigation of the Mississippi and Ohio rivers and their principal tributaries, is indispensable to the defense of the country in time of war, and essential also to its commerce.

Resolved, That the improvement and preservation of the navigation of those great rivers are objects as strictly national as any other preparation for the defense of the country, and that such improvements are deemed by this convention impracticable by the States or individual enterprise, and call for the appropriation of money for the same by the General Government.

Resolved, That the deepening of the mouth of the Mississippi so as to pass ships of the largest class, cost what it may, is a work worthy of the nation, and would greatly promote the general prosperity.

Resolved, That the project of connecting the Mississippi river with the Lakes of the North by a ship canal, and thus with the Atlantic ocean, is a measure worthy of the enlightened consideration of Congress.

Resolved, That millions of acres of the public domain lying on the Mississippi river and its tributaries, now worthless for purposes of cultivation, might be reclaimed by throwing up embankments so as to prevent overflow, and that this convention recommend such measures as may be deemed ex-

pedient to accomplish that object by a grant of said lands or an appropriation of money.

At the time those resolutions were adopted the United States had just entered upon the era of railroad building in which American energies were pretty well absorbed for half a century. The railroads were the immediate agents in an enormous expansion of American energy, so enormous that railroad building has not been able to keep pace with the activities born of it. The situation is one of the manifestations of the general position in which the country finds itself, like that of a man whose appetite has been developed to the point where he cannot eat enough to satisfy it, or whose muscles have been trained in building up tasks for the moment beyond the ability of the muscles to accomplish. The Memphis resolutions of 1845 dwelling particularly upon waterways improvement may, therefore, be the model for effective action at Memphis in 1907.

ON MAKING ONE'S SELF KNOWN.

The *Journal of Brunswick, Ga.*, has compiled an eight-page leaflet about that city as the first of a series to be issued by the business men of the place. It is planned that one of these leaflets shall be mailed by all the leading business houses of the city in all correspondence, both business and private, and the aim of the people interested in the matter is to get all of the citizens of Brunswick to take part in such a distribution in order that the advantages and attractions of Brunswick may be made known to thousands of people throughout the country. It is planned, also, that a new leaflet shall be issued every week or two in order to keep up the presentation of a succession of interesting facts about that prosperous port.

This move made by Brunswick might be followed to good advantage by every community in the South. If every letter which went out of every business house in the Southern States carried a leaflet of some kind setting forth the advantages and the progress of that particular town or of the South at large, millions of people would every day have the facts about the South and the various cities of the South impressed upon them. Such methods of keeping "everlastingly at it" with intelligence and enthusiasm, never letting up, never halting even for a moment, never losing heart because immediate results are not secured, would eventually prove a great and powerful influence in bringing the people of the whole country to a right understanding of the resources and possibilities of the South. No one can ever tell just where such a leaflet is going to do good, any more than anyone can tell just where an advertisement is going to produce the best results. But the right kind of brief and pointed leaflets about individual towns or about the South, like the right kind of advertising, will in the long run prove good investments. For many years the MANUFACTURERS' RECORD has made a rule in carrying on correspondence with many thousands of business people throughout the North and West to enclose in every letter some form of leaflet presenting striking phases of Southern advantage or Southern material development. We have, in the aggregate, sent out many millions of pieces of literature of this kind with a view to making known to the world the wealth of opportunities in the South.

The spirit shown in the Brunswick plan, which, of course, is already pur-

sued by many other cities, is one of the evidences of a live community. Why should not Brunswick duplicate the growth of Los Angeles or Portland or Seattle? Its advantages exceed theirs. Only broad, untiring energy is needed to accomplish vast results in Brunswick and in a thousand other places when once the pall of political agitation has been removed from the South.

Of like tenor is an editorial in the *Jacksboro (Texas) Gazette*, which, taking as its text, "THE MANUFACTURERS' RECORD, which never tires in its efforts to help in every way possible the development of the South in all its various phases, has sent a special correspondent to the Pacific coast, that wonderful country where they do things on the style of giants," says:

It is true Texas is doing some things, but there is so much to be done that every county, every town, should be alive to the demand, and make itself a live developing factor in whatever line its special need calls for. There is so much time lost in halting and dallying in many Texas towns, if one success is won, a halt is made long enough for even the echo of that success to be too faint to reach the outside world, and the town is branded as "a dead town." Those far-away Pacific coast people keep everlastingly at the work of developing their country, and that is one reason their works are the marvel of the world.

Not only her wide-reaching prairies, but her vast forests, her minerals and her water-powers should all inspire the people of Texas to do great things. Texas has a "Five Million Club," whose aim is to work for an increase of population to 5,000,000. But Texas could accommodate 55,000,000 people without overcrowding, and everybody would have a greater opportunity to win and enjoy the comforts of life than with only 5,000,000 occupying such a vast territory. But what is true of Texas is, in a general way, true of every State in the South. Each one has vast resources the study of which should broaden the horizon of every citizen and give inspiration to outdo the Pacific coast in the same degree that the South's advantages surpass those of that section. Let every paper, great and small, from Maryland to Texas preach this doctrine; let them frankly state the case as the *Gazette* has done, and then, when we see ourselves as others see us, the South will awake with new energy to do greater things than ever before.

THE RAILROADS AND THE FUTURE.

The halt which has come to railroad construction in the South in consequence of agitation threatening investments in railroads promises to occasion serious hindrances to agriculture, manufactures and commerce. At the very time when industry in all its branches was expanding with wonderful vigor and rapidly, demanding greater and greater facilities for traffic, and while the railroads were doing their utmost to meet those requirements, came the flood of legislation to cut down the profits of the corporations just when they were most needed; needed, too, for expenditures to supply necessary track equipment and other facilities for transporting people and freight in the advancement of the business interests of the country. But that was not all the evil wrought by such laws. They checked in its flow toward the South money so much demanded for development of new railroad and other enterprises and have caused a halt to progress. Had there been any general and substantial outcry against the railroads for widespread injustice in their freight or passenger tariffs some excuse might have been found for the passage of reg-

ulatory acts, but there was little such agitation, and therefore the conclusion is forced upon the observer that the responsibility for the passing of such laws lies mainly with a comparatively few politicians, inspired by selfish motives, perhaps of a retaliatory nature.

Yet it is to the future that one must look for the worst effect of these laws. Commerce and industry are making greater demands upon the railroads for adequate facilities, but the companies are hard pressed for money, and orders for new cars and engines have fallen off tremendously as compared with last year, although there has not been any let-up in the rush of freight, and most of the roads are handling more business than ever. Necessarily there must come a time when another great congestion of traffic will occur, causing both embarrassment and loss to various branches of human enterprise and labor. The money to provide those things which the railroads need is not to be had except at prohibitive rates of interest, and borrowing has to be done by means of short-time notes for meeting pressing requirements. The outcome of such conditions is plain enough. It might be easier had not labor and everything else which the railroads need advanced in cost, but these increases in operating expenses, coupled with decreased earning power under the new laws, have put the companies at their wits' end for the handling of their finances.

To sum it up, the situation is this: The railroads need more funds to meet the needs of their patrons. Rates of interest demanded by capital are higher than ever for railroad enterprises; too high for the roads to afford. How, then, can they prevent another congestion of traffic and loss to business?

There has been some chatter about home capital for building railroads, particularly in Texas, but there is not enough home capital to build all the lines needed, and there is practically none to supply the requirements of existing roads in the matters of extensions and equipment. Moreover, home capital is just like other capital, in that it seeks the greatest return possible for its investments, and there are plenty of other things which promise more than railroads at the present time. The money which the lines must have will come from the great money centers or not at all, and it will not come until conditions are such as to promise a decent return.

The course to be pursued by lawmaking bodies in dealing with the railroad is, therefore, obvious.

SPITTING ON ONE'S HANDS.

In last week's issue of the MANUFACTURERS' RECORD was published, for the inspiration of young men of the South, the story of the rapid rise, through capacity to seize opportunity, of a Southern lad dependent upon himself to make his way in the world. A complement to that story appears in a letter from a man now beyond the age of three score years and ten, who writes the MANUFACTURERS' RECORD as follows:

In the great storm that swept over Galveston seven years ago I lost my wife and everything else that I possessed. At the age of 66 I began life anew. I spit on my hands and went to work. I am now 73 years of age and have built up a home, but have some obligations resting upon me which require me to practice economy. I am not sitting down with my finger in my mouth crying over spilled milk.

Isn't that a dandy letter from a man more than 70 years old? How many men 50 years younger ought to be

ashamed of themselves when they read it? How many of them are crying without ever having had any milk to be spilled? How many of them are even ignorant of the advantage of knowing how to "spit on one's hands?" How many of them would not go barefooted for life if they depended upon their own exertions to get a pair of shoes?

There are too many influences at work in this country training the rising generation to the notion that any task requiring one to spit on his hands in order to get a grip upon life and to hold it is to be avoided as something beneath one. These influences are training the youth to look to somebody else to save them from going barefooted. Unchecked, these influences will produce by the thousands a crop of mental and moral barefoots.

The man who does not know how to spit on his hands, that is, who is incapable of being prepared to seize an opportunity when it comes his way, or, better still, to go out of his way to find opportunity, is to be pitied. But he is not justified in complaining of the lack of opportunity. Here and there may be found good men temporarily out of a job through no fault of their own, but, speaking broadly, there are right in this country today more jobs than there are men of responsibility and capacity to fill them. The Texas man of 66 years of age in 1900, if he had been of a mind like that of so many of the incapables turned out by modern systems of education, would have complained after the wreck of Galveston that he was barred from all opportunity. But there was an opportunity for him in the very clearing away of the debris of the Galveston storm in preparation for its becoming a greater city than ever before. The people of Galveston themselves gave at the time a splendid illustration of ability to convert a disaster into a splendid opportunity. Galveston spat on its hands and is now reaping its harvest.

JOURNALISTIC ENTERPRISE.

Fine enterprise of the *Wall Street Summary* was shown in the special supplements published on the days of last week's annual convention of the American Bankers' Association. These supplements contained substantially the entire proceedings of the convention, and in addition many contributed articles of peculiar interest to bankers from members of the *Summary's* staff and from other writers of authority and distinction. The subjects of the articles were not confined strictly to finance, there being several which discussed questions of vital importance to the nation at large. Among the leading financial articles were: "Currency Reform," by A. Barton Hepburn and Andrew J. Frame; "Prosperity," by M. E. Ingalls; "Causes of Depression," "Asset Currency," "Central Bank and Subtreasury System" and "Politics," by Maurice L. Farrell; "American and European Investors," by E. Hugh Herbert; "Independent Audit of a Savings Bank," by E. T. Perine; "Fractional Currency," by W. W. Lyon, and "Psychology of Crises: Are We Facing One" and "The Country Banker," by Robert E. Ireton. On the subjects of general interest of national importance to the country at large were: "International Waterway Improvement" and "Our National Forests and the Forest Service," by Robert E. Ireton; "Irrigation," by Miss L. P. Littlepage; "Mexican Development," by Ralph W. Vincent, and "Canadian Railway Development," by Gerald H. Brown. Every one of these subjects is an important one, and many of them have been so exhaustively treated that in addition to being of espe-

cial interest to all of those identified with financial matters, they undoubtedly proved of equal interest to all who follow our country's development and the growth of its various institutions. The articles on waterway improvements and the preservation of forests, by Mr. Ireton, are especially timely, as perhaps no more important questions are today facing the American people as a whole, and striking, as they do, at the very heart of the country's future development, a broader dissemination of knowledge concerning their necessity and the benefits to be derived from these improvements are bound to bring with it in the end the achievements of the results desired.

Coming at a time when many of these subjects, particularly those of national importance, are being discussed in all sections of the land, the versions of them as presented in the *Summary's* special supplements are indeed important contributions.

STEEL IN PLACE OF MINE TIMBERS.

Several months ago the MANUFACTURERS' RECORD called attention editorially to an article republished in its "Current Events" department from the *London Iron and Coal Trades Review* on the growing substitution of steel for timber for mine supports, and it was pointed out then that in the Cardiff district alone there was being used annually over 1,000,000 tons of timber for coal-mining purposes, although Great Britain produces only about one-fourth of the world's coal output, and it was to decrease this immense timber consumption that steel was gradually being substituted. Along this same line the Carnegie Steel Co. of Pittsburg has recently gotten out a pamphlet descriptive of several types of steel mine timbers such as are now being manufactured by it, and which are now in successful use in several mines in Pennsylvania. The turning toward steel for this use in coal mines has been brought about by the fact that timber is getting both scarcer and higher. The immense amount of timber used in this country is indicated in Government reports, which show that during 1905 the anthracite coal mines of Pennsylvania consumed not less than 52,620,000 cubic feet of round timber and nearly 121,620,000 board feet of sawed timber, costing over \$5,340,000, while during the same period the bituminous mines of the United States used nearly \$6,400,000 worth of timber. These figures show the tremendous drain which is annually being made on the country's forests for mine timber, and the successful substitution of steel will not only create a new and vast field for that product, but will at the same time greatly relieve the growing stringency of the timber supply and the depletion of our forests. Among the points claimed for steel in its superiority over timber for this purpose are its greater length of life, its fireproof qualities, the fact that it can be easily moved and repeatedly reused, its greater strength, if damaged its value as scrap, and in the long run that it is much more economical. The pamphlet also contains illustrations of several types of steel-timber construction and numerous tables to be followed for estimating the amount of steel necessary to replace timber. Copies of the pamphlet will be sent to any mine operator interested in this subject.

The Citizens' Bank of Watertown, with \$20,000 capital, has been organized at Watertown, Texas. T. R. Patton is president and J. L. Bryan vice-president; directors, C. C. Smith, L. A. Phillips, R. M. Williams, W. L. Grimmet, H. D. Beedle, C. C. Davis, J. H. Sweeney, J. W. Bryan, T. R. Patton, J. L. Bryan, J. W. Vann, R. H. Patton and W. P. Phillips.

The South Welcomes the European Spinners.

[Written for the Manufacturers' Record.]

During the next fortnight the party of more than 100 representatives of the textile manufacturing interests of England, Germany, Austria, France, Belgium, Italy and Portugal, under the special escort of Mr. M. V. Richards of the land and industrial department of the Southern Railway, will be enjoying opportunities for close study of the South as a grower and manufacturer of cotton. The warm welcome to be given them was indicated in the telegraphic messages from Governors of cotton States and Mayors of the cities to be visited published in last week's issue of the MANUFACTURERS' RECORD. It is emphasized in the following messages subsequently received by the MANUFACTURERS' RECORD:

In a more elaborate message than that published in last week's issue, Mayor G. Heyward Mahon of Greenville, S. C., telegraphs to the MANUFACTURERS' RECORD as follows:

"It affords me great pleasure, as Mayor of the city of Greenville, situated in the heart of the cotton-manufacturing section of the South and the most progressive city in the cotton-manufacturing district, to send the kindest wishes of all our people to the cotton spinners of Europe who are to visit our city, and I bid them a most cordial welcome to Greenville and fully assure them that they will be more than surprised and well pleased at the wonderful development this section has made in cotton manufacturing in so short a while."

Governor T. M. Campbell of Texas writes as follows:

"Upon my return this day to the Capitol I found your letter of the 19th instant, also telegram of the 22d, and regret that it is too late to comply with your request. My private secretary communicated with me, but I did not understand just what was desired. I hope the cordiality of your own welcome to the delegation of European cotton spinners will be sufficient for us all."

Mr. Justin C. Daspi, secretary of the Board of Trade, Baton Rouge, La., writes:

"The Baton Rouge Board of Trade, appreciating the importance and significance of the proposed visit to this section by the party consisting of 200 English spinners, with the view of studying the cotton-growing, handling and manufacturing conditions of the South, respectfully requests that you extend the entire party a cordial invitation to visit the capital of Louisiana."

"In the past few years Baton Rouge has made wonderful strides. With three railroads running into the city and three more now in process of construction and to be in operation within a few months, Baton Rouge, situated as it is on the very banks of the Mississippi river, is destined to become one of the greatest distributing points in the South. This city is to be the terminus of the Southern Pacific transcontinental trunk line. It is in the heart of the great cotton belt of the Southwest, and it wants and invites the erection of a mammoth cotton mill."

"Our State laws exempt factories from parochial and municipal taxation for a period of years extending to January 1, 1911, and it is likely that this period of exemption will be further extended."

"The Baton Rouge Board of Trade will gladly welcome the delegation and those accompanying it, and it expresses the wish that you may be among the party."

"Trusting that it may be convenient for the Europeans to visit our city, and assur-

ing them a most cordial reception, I beg to remain, etc."

Mr. J. W. Eckford, general agent of the Aberdeen Business League, writes:

"I notice a good deal being said and written as to the coming of English spinners to the South to investigate the cotton industry. This section of Mississippi is the great prairie cotton belt. Chickasaw, Monroe, Clay, Lowndes, Oktibeha and Noxubee are great cotton-growing counties. Sixty per cent. of the land in these counties is black prairie. This is a very healthy region of the country, and the cotton staple is fine. The country is well watered, and we hardly know what a drought or a long rainy spell is. These English spinners should investigate this country before they invest."

At Washington the visitors will be able to attend some of the sessions of the semi-annual meeting of the National Association of Cotton Manufacturers, October 3-4. The program for that includes, in addition to addresses by Postmaster-General George Von L. Meyer, Secretary Oscar S. Straus of the Department of Commerce and Labor, Secretary James Wilson of the Department of Agriculture, President Henry B. F. Macfarland of the Board of District Commissioners and President William D. Hartsborne of Lawrence, Mass., papers on "Merchandising the Mill's Product," by Frederick B. Macy, New Bedford, Mass.; "Some Present and Future Conditions of Cotton Production and Manufacture in the United States," by S. N. D. North, Director of the Census, Washington, D. C.; "General Questions to Cotton-Mill Fires," by Charles H. Fish, Dover, N. H.; "Cotton Manufacturing and the Fire Waste," by H. L. Phillips, Hartford, Conn.; "An Analysis of Usage," by George Otis Draper, Hopedale, Mass.; "Black Is White, the Customs Administration Color-Blind," by E. A. Hartshorn, 52 Leonard street, New York city; "American Shipping on the Deep Seas," by D. A. Tompkins, Charlotte, N. C.; "Economic Position of the New York Cotton Exchange and Its Relation to the Cotton Trade," by Arthur R. Marsh, New York city; "The Loading and Shipment of Cotton," by L. Green, Washington, D. C.; "Use and Abuse of Warp Stop Motions and Other Automatic Appliances on Power Looms," by Louis Simpson, Valleyfield, P. Q.; "The Evolution of the Lug Strap," by W. Irving Bullard, Danielson, Conn., and "Tests in Cotton Mills," by William F. Parish, Jr., Duisburg, Germany.

Leaving Washington Friday evening, the party will visit Charlotte, N. C., and Greenville, S. C., on Saturday, and will reach Atlanta on Sunday to be present at the International Conference of Cotton Growers and Manufacturers on Monday, Tuesday and Wednesday. At that conference will be discussed advantages of Southern States of America for cotton growing; closer trade relations between growers and spinners; better cotton by selection of seed, etc.; improved ginning; compressing; uniformity of bales; country damage; warehousing; transportation; insurance; uniform classification; contracts of exchanges; equitable tare; buying net weight; stability of price; buying for future delivery; speculation; Government crop reports; statistics; permanent organization.

Most of the foreigners reached New York last week, and many of them have had in entertainments in that city and in Boston a foretaste of the social pleasures awaiting them in the South. At Washington on Friday a luncheon in their honor

will be followed by an automobile ride about the city. At Atlanta their entertainment will take a more elaborate form, and will include a visit to the Georgia School of Technology, a reception and buffet luncheon at the Capital City Club, a barbecue and automobile ride taking in the cotton mills, and receptions at the homes of leading citizens. Birmingham, where there will be a stop for eight hours, has arranged a banquet and an automobile tour through the district, and a reception and banquet will be among the features of the entertainment at Little Rock, Ark. Governor Blanchard of Louisiana has called upon the business organizations of that State to unite in the welcome at New Orleans, where most of Saturday, October

12, will be spent. These functions are typical of the reception which will be given the visitors at Charlotte, N. C.; Greenville, S. C.; Greenwood and Greenville, Miss.; Houston and Galveston, Texas; Little Rock, Ark., and Memphis, Tenn., the only regret all along the line being that the stay of the foreign manufacturers at each point will be only of hours instead of days. It is believed, though, that the trip, hurried as it will be, will not be too hurried to prevent the visitors from reaching a clear comprehension of the cotton-growing conditions in this country, and will be sufficient to enable everybody concerned to enjoy a better understanding than ever of one another's view of cotton.

COTTON PRODUCTION AND MANUFACTURING.*

By HON. S. N. D. NORTH, Director of the United States Census.

It may be fit that I present on this occasion some phases of progress in the growing, handling and manufacturing of cotton in the United States which have been brought to my attention through the work of the census office, with whose investigations I have been connected for more than 20 years. This work throws much light upon present conditions, and enables us to forecast the future in certain directions with some degree of assurance. At no time in my experience have the evidences of progress in cotton production and manufacture been so abundant and significant as now.

The presence of this large delegation of European manufacturers and the purpose of their visit here possess a significance impossible to exaggerate. We interpret it to mean, in the first place, the acceptance by Europe of the fact that the United States must continue to be the chief source of supply for staple cotton; that all other sources, real, prospective or imaginary, are relatively of little consequence. Your visit will convince you that the resources of the Southern States are sufficient to meet all demands which the present generation can foresee.

The efforts to locate and develop new cotton-growing areas with a view to reducing the dependence of European spinners on America are not, as I see it, to the disadvantage of the American cotton-growing industry. These endeavors are prompted by a natural business sagacity which looks to an increase in the sources, and, if possible, in the quantity of raw material annually available. From the standpoint of the American cotton-grower this should be welcomed, for it will be a long time, if ever, before a perceptible percentage of the world's crop is secured from these sources, and the experience gained by the promoters of these foreign endeavors will give them adequate knowledge of the hard labor and expense necessary to grow cotton and teach them to appreciate the demand of the American cotton producers for proper returns for their labor. The object-lessons which will be given in ginning, baling and handling cotton at your model plants will be beneficial in instructing us as to your requirements. The American cotton-grower is in the position of the progressive tradesman who courts competition, for he realizes that all the odds are in his favor and nothing but benefit can come to him.

Thirty years ago Mr. Edward Atkinson, our first student of the economics of cotton, declared that the whole cotton crop of the globe could be grown on about two acres out of each one hundred of the Southern cotton belt, and through the present wisely-utilized extensive system of

culture our cotton producers are rapidly realizing this fact. For example, between 1879 and 1906 the cotton acreage of the United States increased 121 per cent., while the production increased 166 per cent.

In 1906 Texas produced more cotton than was grown in all the South in 1870, and we shall see her crop double in 10 years, as it has doubled every 10 years in the last 30. We are about to admit the forty-sixth member of the sisterhood of States, comprising the old Territory of Oklahoma and Indian Territory, with an area of 70,000 square miles and a population revealed by the special census just completed of 1,400,000 people. In 1880 no cotton was grown there. This year the new State will grow 1,000,000 bales, and in 10 years' time her production will exceed that of any one of the original cotton States.

In the second place, the presence of these foreign delegates crystallizes the first definite, intelligent effort to bring the producer and the consumer of cotton into that friendly co-operative relation and understanding essential to the best interests of both.

The time is most opportune. This is a period of very rapid evolution in the whole range of the cotton industry, due partly to the times in which we live and partly to the stimulus of Government co-operation. The South is just awakening to her heritage. I venture the prediction that at the next census and at each succeeding census for a long period the Southern States will show a greater relative advance, both in agriculture and manufacture, than any other section of the United States.

Some of the tangible evidences of advancement may be indicated:

1. The tendency toward consolidation in varied lines of endeavor.

In the past seven years there has been a marked tendency to consolidation in ginning. New and modern establishments have very rapidly supplanted private and poorly-equipped ones. The statistics of the number of ginneries operated during the season or longer reveal the condition of the industry clearly, for as the active ginneries decrease the gins and machines and the saws operated increase. The census office last season made a canvass, which showed that upland cotton was ginned in 28,486 ginneries, which contained 54,553 ginstands or machines, with a total of 3,597,400 saws, an average of 126 saws to an establishment. Twenty-five years ago there were not less than 45,000 ginneries, with 50,000 ginstands, of an average of 60 saws per plant. Thus, notwithstanding the fact that the crop has been increased 99 per cent., the number of establishments has been reduced at least 30 per cent. The equipment of these modern establishments

has been doubled both in machinery and in effectiveness. During the season of 1906-1907 more than 26,000 ginneries were operated with steam as the motive power, 2000 with water, 587 animal power, 147 gasoline and 49 electric power. A quarter of a century ago a very large percentage of the ginneries were operated by animal power.

It may be noted that the round bale is not an increasing factor in this evolution. The highest number of round bales reported to the census was 981,264 in 1902. The number reported last year was 268,219, and the decrease has been in a steady ratio. Without expressing any judgment regarding the round bale, it may be said that its failure to make progress is largely due to the methods adopted to promote its introduction.

I predict that the next great advance in the evolution which is taking place in the handling of lint cotton will be the supplanting of the present preliminary and somewhat loose form of packing by the general introduction of gin compresses. The rapid consolidation occurring in the ginning industry and the increase in financial strength will enable ginneries to give attention to baling equipments. Among the desirable results to follow the establishment of cotton compressing at the ginneries are: (1) The saving of the subsequent compress charges, which last season amounted to not less than \$5,000,000. (2) From the present loosely-compressed packages the fiber is easily removed, and it is estimated that not less than \$1,000,000 worth of lint in a crop of 13,000,000 bales is removed or lost from the bales in their course from the gin to the consumer. (3) If the bales are compressed and wrapped once for all at the point of origin, the charge of extra tare, frequently made against the compressors, will largely be avoided and the package be much neater and better protected throughout its entire transit.

2. The second evidence of advancement in the cotton industry is the development in the last few years of the cottonseed industry and its influence on the ginning of cotton. Fifty years ago the problem of disposing of cottonseed as a refuse in localities where it was not required for fertilizing, without injury to the public health by the pollution of streams, demanded solution by prohibitive legislation. Today the utilization of this by-product adds approximately \$100,000,000 to the value of the crop. Fifteen years ago the value of cottonseed was about \$6 per ton; today it is selling at three and one-quarter times as much.

3. Another factor is the evolution through which the cotton industry is now passing, and which will largely determine the character of future methods and practices, is the widespread interest in locally storing and warehousing cotton.

The transportation facilities of the South have not kept pace with her marvelous industrial development; these carriers are taxed to their uttermost under ordinary conditions, and during the cotton-harvesting period it is impossible to move the cotton with sufficient rapidity to avoid deterioration from exposure to the weather.

The producers have realized that if they are to get the full value of their product they must not attempt to market a year's supply in four months, as heretofore, but must deliver as the demand requires. They understand that the manufacturers prefer not to carry the storage, interest and insurance charges incident to large stocks, and that it is best for the producer to hold these stocks, and, as far as practicable, to eliminate those middlemen who have not in mind the mutual interest of producer and consumer.

4. The spread of the cotton manufac-

ture through the Southern States, which brings the planter and the manufacturer face to face, also works powerfully to the same end. The needs and difficulties of the user of cotton are thus brought home to the grower by daily practical contact. This contiguity is working for the eradication of the old feeling, once almost universal, that the manufacturer is the natural and inevitable enemy of the planter.

5. Another important factor in this evolution in cotton production is the systematic work of the Department of Agriculture in the scientific investigation and improvement of the plant; in the teaching of new methods of cultivation, of the proper use of fertilizers, of new and improved varieties, of dealing with the boll-weevil and other pests; of intelligent rotation and diversification of crops, so as to make each farm a self-sustaining entity; of the general methods of getting the best results from all the natural conditions. It is impossible to overestimate the improvement which is gradually taking place as a result of the work of the Department of Agriculture under the inspiring guidance of James Wilson, the best and most helpful friend the farmer ever had in this or any other country.

6. A sixth factor in this evolution is another branch of governmental co-operation—that which has to do with the statistical side of cotton culture and manufacture. I here refer to the work of the census office.

It has long been urged by students of cotton statistics that a count of the bales at the ginneries would afford reliable statistics as to the quantity of cotton annually grown. To test the merits of this system the director of the census in 1900 instructed the enumerators to visit every cotton gin and obtain a report of the quantity of cotton ginned from the growth of 1899. The statistics so obtained were found to be in close harmony with the commercial figures. Congress was impressed with the practicability of the system, and in the act creating a permanent census, approved March 6, 1902, the director was instructed to annually collect statistics of cotton production as returned by the ginneries and to publish bulletins at frequent intervals during the ginning season. To secure prompt, trustworthy and thorough service it was found necessary to appoint and compensate local special agents in every cotton-producing county. The field work has been annually enlarged and perfected. The field force now consists of 724 agents charged with the duty of personally canvassing the cotton ginneries for 10 reports during the season.

You will observe that the census system is a count, and not an estimate or a guess. It enables the office to trace every bale of cotton that goes from a gin to the market.

An important improvement has been introduced this season in publishing the results. These reports will be given to the public at 10 A. M., instead of 2 P. M.

Hereafter there will be no unnecessary waiting for results on the part of trade interests, as the reports will be announced practically at the opening of business (10 A. M.) on the morning following the day on which the canvass closes.

The publication of these reports at 10 A. M. will permit the results to reach Europe within trading hours on the day of their publication in America. This is in line with the earnest requests of European spinners of American cotton. By enabling them to trade on these reports in their own markets on the dates of publication the fluctuations in the price of cotton and speculation in the product will be materially reduced.

Under a joint resolution approved February 9, 1905, the director of the census was authorized to compile in connection

*From an address before the National Association of Cotton Manufacturers.

with the ginners' report of cotton production statistics of the consumption of cotton, the surplus held by manufacturers and the quantity exported, the statistics to be summarized as of September 1. The first of this series of reports appeared in the fall of 1905, and we are now engaged in the preparation of the third, which relates to the supply and distribution of cotton for the year ending August 31, 1907. The statistics of these reports are a valuable check on the accuracy of the production reports, and afford definite knowledge of the growth and situation of the cotton-manufacturing industry in this country. They show the takings, consumption and stocks of the manufacturers, the quantity remaining in warehouses and elsewhere, and furnish information as to the number of spindles annually operated.

Because of the fact that a large percentage of American-grown cotton is exported, and much depends, in arriving at the proper value of the staple, upon the quantity of stocks held throughout the world at the close of the commercial year, it has become necessary for the bureau to seek co-operation through which annual data relative to cotton stocks and consumption in foreign countries can be secured, in order to publish full and complete information relative to stocks and consumption in the world, which will serve as a general guide in arriving at the possible future demand for American cotton. Accordingly, a representative of the census attended the Fourth International Cotton Congress, which convened in Vienna May 27-31 last, to explain to the congress the methods of the office in collecting cotton statistics and to seek the co-operation of manufacturers in securing necessary foreign data for the annual report. The result is an agreement between the International Federation of Master Cotton Spinners and Manufacturers' Association, in which the federation agrees to collect and furnish the census information relative to spindles, stocks and consumption of cotton for practically all foreign countries. This federation has been in existence only about four years, and as it has to rely upon the mails for its returns, the census office may not be able to secure for the present all the foreign statistical information desired, but it will get whatever the federation is able to collect, and this, with information obtained from other sources, will enable the office to give its reports a very extensive scope in dealing with the world's cotton industry.

Thus the progress of the harvesting of cotton is traced by the ginning returns, and the volume of the crop reliably stated therefrom in the early spring succeeding the year of growth, while the supply and distribution report aggregates as of September 1 each year the several items of the year's supply and then distributes the same so as to show the quantity exported, the quantity consumed and remaining, definitely locating the holders and the quantity of cotton held.

Comment on this branch of the subject may conclude with a reference to the advantages that would follow a change of the commercial cotton year from August 31, as at present, to July 31. Owing to the advanced maturity of cotton crops in recent years, a considerable portion of the growing crop is harvested and ginned prior to September 1 of each year, and passes into the statistics of the cotton year ending with August 31. By closing the year with July 31 the season's report would more nearly relate to the growth of one year, and not include, as now, portions of the crops for two or more years. It will be observed that by accepting the census figures of production as the basis of the commercial statistics the close of the cotton year can be advanced to March 31, which would mean a gain of five months.

I will now briefly refer to some phases of cotton manufacture.

The census reports on the manufacture of cotton reveal that the industry in this country is undergoing an evolution greater and more rapid than any other, unless it be the iron and steel manufacture.

Physically the American cotton manufacture has made marvelous advance. Nowhere can be found more perfectly constructed cotton mills than have been built in the United States during the last five years.

The industry is rapidly specializing into the distinct branches which characterize the industry in Europe. There are now over 300 mills which spin yarn for sale, and by far the larger part of the dyeing and finishing is done in independent establishments. The enormous advance of the hosiery and knit-goods industry continues unabated; cotton small wares have mills especially equipped for their production, and upholstery goods are the exclusive product of 50 mills.

Another characteristic of our cotton industry is its resistance thus far to the general tendency to combination, so strongly developed in other industries.

No industrial industry has been so striking and significant as the upbuilding of the cotton manufacture to the Southern States. The economic situation which plants the cotton factory within sight of the cotton field is irresistible. The old theory that a certain amount of humidity in the atmosphere is essential to the best results in spinning; that Lancashire in England, being the dampest spot in the world, was thus foreordained to remain for all time the center of the world's cotton industry, was long since exploded. Modern humidifiers, which produce exactly the right amount of moisture in the spinning-rooms and keep it uniform under all weather conditions, have beaten nature. There is no reason, physical or economic, why the South cannot manufacture cotton as economically and successfully as any other part of the globe.

Let us look at the situation as it stands today. In 1880 there were in all the textile mills of the South but 667,000 cotton spindles out of a total of nearly 11,000,000 in the United States. When we took the census of 1900 we found 4,400,000 spinning spindles in the cotton belt out of nearly 19,500,000 in the country, an increase of sixfold in 20 years. Today we know of the existence in this territory practically of 10,000,000 spindles designed for spinning cotton only, and the number is constantly increasing. The spinning capacity of the South has increased about 130 per cent. in seven years. Neither Lancashire in England nor Fall River nor New Bedford in the United States ever multiplied cotton spindles so rapidly as the South is now doing.

South Carolina now has two and one-half times as many spindles as in 1900, and holds second rank in number of cotton spindles, having displaced Rhode Island, which until very recently held that rank since the time when Samuel Slater founded the manufacture of cotton at Pawtucket in 1790.

The growth in North Carolina, Georgia and Alabama was only less notable than that in South Carolina, and these four States, with nearly 8,850,000 spindles, exceed the entire spindle capacity of the New England States, outside of Massachusetts, by about 3,000,000.

Nevertheless, New England has a long lead over the South, and the spindle capacity of Massachusetts alone is nearly equal to that of all the Southern States combined. In 1870 the six New England States had 77 per cent. of all the spindles in the country. In 1880 this proportion had increased to 81 per cent., but it declined again to 76.4 per cent. in 1890 and

to 67.7 per cent. in 1900. At present the proportion is about 56 per cent.

Moreover, the specialization of the industry is becoming characteristic. The building of the necessary machinery for bleaching and finishing her own goods is another distinct development. There exists no economic reason why the South should continue to send her own goods to the Northern mills to be finished.

It is interesting to know that 12 per cent. of the power employed in driving cotton machinery in the South is electrical, as against 6 per cent. in the United States and 4.3 per cent. in New England. Nineteen per cent. of South Carolina's cotton-mill power is electrical. It seems to me probable that there is more electrical power employed in the South than in the cotton manufacture of the rest of the world.

At the next census, if growth continues at the present rate, a majority of the American spindles will be south of the Mason and Dixon line. That the future situs of the cotton manufacture of the world is to be in our Southern States I have no doubt. But that is a long look ahead.

Let me allude to one other characteristic of the development of the Southern cotton manufacture. It shows a strong tendency to scatter throughout the belt, to extend into the smaller cities and towns, instead of concentrating in single cities, as at Manchester and Oldham, and at Fall River, New Bedford and Lowell. This is a distinctly healthy tendency. It reduces the danger of frequent labor troubles, and it certainly tends to mitigate the difficulty of scarcity of help.

This suggests the labor question—the one question which makes trouble, both in production and manufacture. It is not merely an excessive wage rate; it is the absence of the necessary labor at any rate. So acute has the matter become that the harvesting of the cotton crop is imperiled, and the invention of a practical mechanical cotton-picker is today the most pressing opportunity for the inventor. As for the mills, the event of the past year has been the organized movement of the Southern manufacturers to divert the stream of immigration to the South.

The wonder is that the South should have permitted itself to prematurely reach the conclusion that its great army of black labor cannot be utilized in its cotton mills. Such slight experiment as has thus far been made may have justified this conclusion. The blacks, it is said, cannot be depended upon to return each day to the loom or spinning-frame when a fortnight's wages have accumulated and tempt to their expenditure.

If the white man's experience justifies this conclusion it is the black man's duty to demonstrate that it is based upon too limited a test. The negro is now in a position to prove that it involves a libel upon a large part at least of the Southern negroes. The slight tests of the past are not conclusive, and I fully believe that no more valuable experiment could be made just now than the construction of a modern cotton mill in the cotton belt with white capital and officered and financed by white men if you choose, but otherwise equipped throughout with selected black help. I believe such an experiment, if wisely conducted for a sufficient length of time, would demonstrate that the negro operative can be relied upon just as fully as the native in the mills of India, and it would settle the labor question, so far as the South is concerned. It cannot be settled by the diversion of foreign immigration from Northern to Southern mills so long as the present discrepancy continues in the wages of the two sections.

I submit from the census reports, not yet published, a table which shows the

average weekly earnings of wage-earners in 525 representative mills (49 per cent. of the whole number) in certain New England and Southern States during that week of the year 1904 in which the greatest numbers were employed:

	Total.	Men.	Women.	Children.
	\$6.47	\$7.71	\$6.03	\$3.21
4 New Eng. States:				
New Hampshire...	7.37	8.67	7.05	4.18
Massachusetts...	7.47	8.53	6.79	4.42
Rhode Island....	7.19	8.42	6.44	3.61
Connecticut.....	7.36	8.26	6.71	4.02
3 Southern States:				
Georgia.....	4.56	5.53	4.17	2.63
North Carolina..	4.19	5.33	3.82	2.64
South Carolina..	4.31	5.15	3.83	2.80

These figures show that the average earnings in the Southern mills were 41 per cent. less than in the Northern. The labor cost per spindle in 1904 was \$4.06 in New England and \$3.42 in the South.

It is an interesting fact in this connection that the wages paid vary as widely between different sections of the United States as they do between the United States and the countries of Europe. The wages in the Pacific and far Western States are as much higher than New England wages as New England wages are higher than Southern wages.

The figures of the census relating to the labor cost per spindle lead to the conclusion that while cotton-mill wages in the North were never so high as at present, the labor cost of manufacture was never so low.

In 1890 the labor cost per spindle in the United States was \$4.65; in 1900 it had fallen to \$4.48, and in 1905 to \$4.08. If we could find the corresponding figures for competing countries I doubt if they would be materially lower. It does not indicate the increasing efficiency of the labor, which we know has not occurred. It signifies the greater efficiency of the machines and the organization.

The study of census returns has led me to the belief that in most industries, including the cotton manufacture, the labor cost per unit of production is as small here as in any competing country. If this is not true of the cotton manufacture, how is it possible to send \$32,000,000 worth of cotton goods to China and elsewhere in competition with the products of English and German looms? If it is not true, why are such strenuous efforts made to enlarge the avenues for the sale of our cotton abroad? If it is not true, every effort of great organizations and of the Government to extend this trade is wasted energy and squandered money.

Because I believe it to be true, I look forward with confidence to the time when the United States, instead of exporting practically two-thirds of its cotton crop, will manufacture by far the greater part of it at home, and will secure for her own people the enormous profits which lie in manufacturing this staple.

The Whitney Company.

The Whitney Company of Whitney, N. C., is understood to have decided to establish its chief offices and distributing point at Salisbury, N. C. This is an announcement which the general business interests of Salisbury have received with great satisfaction, as the centering of the Whitney executive interests in their city will be another factor in promoting the industrial progress of Salisbury and its surrounding territory. Consideration is also being given by the company to its plans for developing 600 acres of land for an industrial city and of 500 acres for manufacturing sites. These lands are on the Yadkin river, where the big Whitney water-power-electrical plant has been located. The MANUFACTURERS' RECORD has frequently referred to the magnitude of this power plant, and its special correspondent described it in detail several years ago. Recently mention was made of

the completion of the big dam. The Whitney Company's first development will transmit 40,000 horse-power by electricity and the second will distribute 36,000 horse-power. George I. Whitney of Pittsburgh, Pa., is president. John S. Henderson is manager at Salisbury, N. C. This is a \$7,000,000 corporation.

Union Irrigation Co.'s Plant.

Details of the power plant of the Union Irrigation Co. of Washington, La., have been received by the MANUFACTURERS' RECORD. The plant will, when finished, consist of about six pumping units, and will possibly be the largest irrigation plant in this country where the water is lifted from a lower to a higher level entirely by steam-actuated machinery. It will be located on the highest ground elevation in the locality so the canals may all empty themselves by gravity, discharging in a general direction toward the Gulf. Incidentally much of this water will be caught in another system of canals on its way to the sea, a section of land between the Union Company's operation and the Gulf of Mexico, where at present some 14 smaller operations are at work, and, having exhausted their own water resources, this great supply will add to their natural supply and be made to double duty before reaching the sea. Many of these lower lying operators are stockholders in the Union Company.

The normal daily output will equal 648,000,000 gallons, and takes its supply from a branch of the Mississippi river, which will be dredged to required depth. It will consist of independent units, each comprising two 24-inch and 48x30-inch Russell tandem compound condensing engines, each nominally rated at 1000 horse-power. These are direct connected to a centrifugal pump having two 42-inch intake pipes and a 60-inch discharge, and a normal capacity of 75,000 gallons per minute. The pumps were designed by R. D. Wood & Co. of Camden, N. J., and are believed to be the largest in the world. The pump shaft is a steel forging 21 inches in diameter and about 27 feet long.

Because of impure water, surface condensers will be used. These will have approximately 3000 square feet of cooling surface, furnished with 10-inch independent circulating pumps of the centrifugal type, direct connected to vertical engines, circulating about 2000 gallons of cooling water per minute. The wet vacuum pump dimensions are 12 inches and 20x24 inches, maintaining 26 inches of vacuum.

Steam will be furnished by four E. Keeler 250-horse-power boilers rated at an evaporation of 30 to 34 pounds, furnishing steam for 2000-horse-power compound condensing engines rated at 13 pounds per I. H. P. hour.

There will be one 54-inch by 100-foot high steel smokestack to each battery of two boilers.

A 40-ton traveling crane will be located in engine-room, arranged to handle the heaviest part of one of these rigs, i. e., the engine shaft and pump impeller combined, weighing nearly 80,000 pounds.

Normal steam pressure will be 150 pounds, but it may be increased to 180 pounds at times; hence the piping system will be extra heavy. Fittings will have extra heavy bodies and flanges and metallic gaskets used throughout.

The engines and pump will be so set that center of pump will be exactly 15 feet above sea-level, placing the boilers on ground level about 30 feet higher. This plan permits placing a number of 60-inch steel discharge pipes under the boiler settings, the idea being to make a compact plant in all its details, yet allowing plenty of space for operators and natural repair; that every unit shall be a complete individual, not being interdependent, but all of same size, so one set of duplicate parts

may fit all machines; a plant where owners will obtain the highest possible efficiency. Mr. J. F. Schell, the general manager, having given the closest attention to economic results, has given orders that no reasonable expense shall be spared to obtain the best possible efficiency for a 2000-horse-power unit, and though the plant will exceed 2000 horse-power many times, its ultimate efficiency must be taken from one unit size, for, however large the plant becomes, it must simply be a reproduction of the first and repetition of the adopted unit size.

The designing engineer is of Louisiana birth, but not a resident of that State. Mr. J. W. Parker, managing the Philadelphia offices of the Russell Engine Co. and the E. Keeler Company, negotiated the sale for his companies, and, assisted by G. L. Jones of his office force, is designing the detail of this plant, taking possibly a greater interest in its success than otherwise because it goes into his own State and among those who knew him as a boy but have never seen him since.

The plant will open up a vast area of land especially well adapted to irrigation, being almost level, and with the giant Mississippi at its doors will greatly increase the resources of Louisiana, to say nothing of building up the rice industry in the United States, where the demand is always greater than the supply.

West Virginia Resources.

The State of West Virginia has had its resources and possibilities admirably set forth in a volume of 163 pages, compiled by and under the direction of Secretary J. B. Garvin of the West Virginia State Board of Agriculture and published by the authority of the board. So many inquiries were constantly being received by the board from persons seeking information as to the State's agricultural productions, its climate, soils and the opportunities available for both settlement and investment that to answer them individually in a way that those resources merited was well-nigh impossible, and it is to primarily serve this purpose that the board decided to publish a work of this character. The book is confined nearly altogether to a description of the agricultural advantages and possibilities of the State, although its other resources, such as coal, oil, natural gas, timber, etc., have been generally referred to, but not treated at length, as these have been more fully exploited through other sources. In addition to the reading matter, which has covered the several subjects in a clear and concise manner, and in a way that brings out forcibly these resources and opportunities, there are interspersed throughout the volume a number of exceptionally good illustrations of scenes which add convincing force to the articles themselves. These include mountain, valley, forest and river scenes, and those showing fields of tobacco, buckwheat, rye, timothy and truck, herds of blooded stock and apple, peach and other fruit orchards, including one of an apple tree whose branches touch the ground, so great is the amount of fruit it contains.

West Virginia agriculture and its possibilities are covered in a general way in an introductory article by Secretary J. B. Garvin, who states that there are about 5,155,532 acres of virgin land in the State yet to be brought under cultivation, and these afford excellent opportunities for development, as a great many of the farm products consumed are brought from outside, and with the great industrial development now going on in all sections of the State this demand will be largely added to, thereby offering a ready market for all products of the soil. The topography is treated at length by Samuel B. Brown,

professor of geology in the West Virginia University, and under this heading has been included the resources of the State, minerals, origin and distribution of the soils, agricultural soils, distribution of crops, including tobacco, rye, buckwheat, oats, wheat and corn and our duty toward the soil. All of these subjects have been thoroughly covered, and it is shown just what crops can be cultivated in the various sections of the State, figures being also given to show which counties are leading in the production of the above-mentioned products. West Virginia abounds in natural grasses, especially bluegrass, clover and timothy, and these and other grasses economically grown, together with the soils to which they are best adapted, have been fully described by Secretary J. B. Garvin. The abundance of the natural grasses makes the State a grazing section of importance, and this is becoming more generally recognized by the raisers of thoroughbred live-stock. This industry and its ramifications have been treated by W. D. Zinn, member of the State Board of Agriculture, under the subheads of horses, cattle, home markets, dairy industry, sheep, swine and poultry, and it is shown that much more attention is being paid to the raising of a higher grade of live-stock than formerly. This has been brought about mainly by the results which have been accomplished by those who have been engaged in it. The sections of the State best suited to the different kinds of stock are also pointed out, and some pertinent facts are given which will be found of much value to those who might become interested in this industry in West Virginia.

Fruit production has come to be one of the State's most important agricultural assets, and the results accomplished and the future prospects of horticulture are covered in several articles, including "Horticulture," by Thomas Carskadon Johnson, professor of botany, West Virginia University; "The Original Grimes' Golden Apple Tree," by Henry C. Hervey, and "Peach Growing in West Virginia," by Secretary J. B. Garvin. The apple is the leading fruit produced, and there are now more than 7,500,000 trees of bearing age in the State. These apples are noted for their fine quality, and the scientific attention which has been devoted to this industry has placed it upon a high plane. This same careful attention has also been given to the raising of peaches, and of these trees there are now more than 2,500,000 of the bearing age. Other fruits grown in quantity are cherries, pears, plums, grapes and paw-paws, and also the usual varieties of berries and small fruits. A map is also attached showing the commercially developed apple and peach regions, those known to be commercially good but as yet undeveloped, and those best suited for home fruit production only. The soils are also described, and those which give the best results for each kind of fruit are pointed out.

What the State is doing for the education along agricultural lines is well told in an interesting article on "Agricultural Education in West Virginia," by Thomas Clark Atkeson, dean of the West Virginia University College of Agriculture. He tells of the general agricultural conditions of the State, the general purpose of agricultural education and what is being done toward providing a scientific training for those whose futures will be in agricultural pursuits. The history of the University is briefly described, likewise that of the College of Agriculture and the influences for betterment of general agricultural conditions by the State Grange, the Farmers' Institutes, the State Board of Agriculture and the several agricultural associations are shown. The other educational institu-

tions throughout the State are covered in an article by Professor Virgil A. Lewis, and the main features and character of each are briefly described. The climatology of the State is also covered by Professor Lewis, showing that this State is favored by a climate which is a happy mean between cold and heat, moisture and drought, and inspiring to energy and physical action. Other interesting articles include a description of the leading mineral and medicinal springs of the State; the area and value of the forests and lumber business; the leading and minor manufacturing industries and the transportation facilities of both river and rail and the resources of each county, including its location, formation, chief industries, transportation, land values, kinds of timber, amount and value of farm products and prices of farm products.

Taken altogether, this volume is one of more than ordinary thoroughness, and reflects much credit upon those having its compilation in charge. An extensive circulation should undoubtedly create an interest in West Virginia's agricultural resources, bringing new settlers within her borders and interesting investors in her opportunities.

Southwestern Portland Cement Co.

Further details have been received by the MANUFACTURERS' RECORD as to the proposed plant of the Southwestern Portland Cement Co. of El Paso, Texas, which has been referred to previously. The company has engaged the Cement Engineering Co., Aman Moore, president, Los Angeles, Cal., as architect and engineer in charge, and the latter company will be in the market for machinery for a 2000-barrel cement plant, with power and crushing equipment. The buildings at El Paso will be constructed of structural steel and cost about \$150,000, and the machinery to be installed will have a daily output of about 1400 barrels of cement. Messrs. C. Leonhardt of Los Angeles and A. Courchesne of El Paso are, respectively, president and manager of the Southwestern Portland Cement Co.

Education in Factories.

At the first monthly meeting of this season of the American Society of Mechanical Engineers, to be held October 8 in the Engineering Societies Building, New York city, Dr. Henry S. Pritchett, president of the Carnegie Foundation and president of the Society for the Promotion of Industrial Education, and Prof. Dugald G. Jackson of the Massachusetts Institute of Technology and president of the Society for the Promotion of Engineering Education, will make short addresses bearing upon the topic for the evening, industrial education. A paper will be presented by Prof. John P. Jackson embodying letters from several of the largest manufacturing establishments in America in which are outlined the course in education offered by the factories and an explanation of them.

Want Hardwood Factories.

Brooksville, Hernando county, Florida, has organized a Board of Trade with a view to developing the industrial and agricultural resources of the town and county. Hernando county has rich lands as yet largely undeveloped, and a fine body of hardwood timber lies adjacent to Brooksville, containing white oak, live oak, hickory, ash, gum, magnolia, cedar and other woods. Immediate steps are being taken to establish furniture, wagon and implement factories to work up at home the fine hardwood now being shipped away to be manufactured. Mr. M. L. Shane is secretary of the Board of Trade.

CURRENT EVENTS AS VIEWED BY OTHERS

DEMAGOGISM EXPENSIVE.

[Taylor-Trotwood Magazine.]

The occurrences of the last few months in the labor world and in financial circles may well give pause to that wholesale and reckless warfare against all classes of rich corporations which has characterized American politics of the last two years. The wonderful demand for capital to be used in developing the resources of the world has been nowhere greater than in the South. Men of daring and of financial genius have been found who were able and willing to lead in that remarkable decade of improvement which has just ended. After 40 years of wandering in the wilderness the South has at last sighted her promised land. It would seem that she would be the last section in the Union to desire any change in the financial situation, yet lately she has not been behind in doing her part toward retarding industrial progress within her own borders. There are more sensible ways, for example, to fix railroad rates than that devised by most of our States, as Governor Hughes of New York has lately proven. The truth of the matter is that the people have just begun to realize how intimately connected their own fortunes are with the railroads, whether they own one dollar's worth of stock in them or not. Yet it is a singular fact that nothing short of being brought face to face with financial disaster will usually suffice to make good times realize how bad bad times are. There has been too much senseless ranting against capital. Politicians desiring offices have led in the bad work. The demagogue made so from ignorance and the demagogue from expediency have united with sensible men and anarchists to give to the people that half-baked legislation which has given the whole country indigestion. It is not generally known to that section of our population which is accustomed to accuse our railroads of extortionate rates that the freight rates of this country are not one-third as high as Great Britain, not one-half as high as Germany, and only one-third as high as France. A kind of mania seems to have seized on the people of this country urging them by every means to hamper the development of the great industrial corporations, although these corporations have done more than any other cause to create the wealth of the American people. It seems odd that at the climax of our prosperity discontent should be able to strike blows so hard, and that our memories should not be long-lived enough to remember how idle men walked our streets in 1893-96 seeking work when there was none to be had.

[Meridian (Miss.) Star.]

There is a conservative sentiment in the South that is potent for great influence whenever and wherever it finds expression. Conservatism is, indeed, the native temper of the people of this section; but, unhappily, little voice has been given to this spirit during recent years, while radicalism has been noisy and clamorous. The result is that the South has been changed from the citadel of conservatism into the citadel of radicalism in its politics and governmental tendencies generally, in the esteem, at least, of the country at large.

Is it not time to call a halt in this departure from Southern standards and traditions? Is it not time for the spirit that has made the strength of this people in all their history to reaffirm itself and claim the influence that it is capable of exercising for the country's good? Is it not time

to call a halt to radicalism rampant before it obtains an absolute mastery over our destinies? Is it not time, in other words, for the conservatism that abides here to rouse itself for battle with the forces of radicalism? Observing the apparent dominance of the radical idea, the MANUFACTURERS' RECORD sounds this summons to the silent South: * * * The MANUFACTURERS' RECORD is right. The most hurtful consequences must ensue unless some stand is made against this most mischievous influence in our political affairs, and the most malignant form that this spirit takes lies in the antagonism to railroads, which, carried to its logical result, must seriously hinder and retard progress and development along every commercial, agricultural and industrial line in the South.

Railroads must be controlled and regulated, but railroads must not be held up by Legislatures simply because they have the power and because it makes votes at home for the politician posing as a statesman. It is high time that a halt be called to this kind of radicalism for the welfare of every Southern interest.

WORLD'S COAL OUTPUT.

[U. S. Geological Survey.]

The world's production of coal in 1906 amounted to about 1,106,478,707 short tons, of which the United States produced 414,157,278 tons.

Since 1868, during a period of 39 years, the percentage of the world's total coal produced by the United States has increased from 14.32 to 37, and this country now stands far in the lead of the world's coal producers. It has been only eight years since the United States supplanted Great Britain as the leading coal producer, yet the increase in this country has been so enormous that Great Britain can no longer be classed as a competitor. In 1906 the United States produced 43.7 per cent. more coal than Great Britain and 85 per cent. more than Germany. Exclusive of Great Britain, the United States in 1906 produced more coal than all the other countries of the world combined.

It may also be noted that more than 96 per cent. of the world's production of coal is mined in countries lying north of the equator, the countries south of the line contributing less than 20,000,000 tons annually.

MILK.

[Boston Evening Transcript.]

The question of pure, clean milk is now in the forefront of sociological, sanitary and economic problems, and Thursday President Rowland G. Hazard of the South County Fair at West Kingston, R. I., made it the topic of his extended address. Its importance as an economic factor he showed by saying that the United States produces annually from 7,000,000,000 to 8,000,000,000 gallons of milk, which, at 10 cents a gallon, would equal in two years the total amount of gold ever found in California. But it was to its sanitary aspects that he gave his leading consideration. The regulations that should hedge about the producer in order that the public shall be assured of a wholesome and safe article are those of which we hear the most, and Mr. Hazard's list of precautions to be observed was quite as exhaustive as the rules laid down by the New York Board of Health; but he also read an extended lecture to the consumer who at the other end of the milk circuit has almost an equal responsibility. He said it was certain that only a small num-

ber of milk consumers took proper care of the milk after delivery, and fewer still gave right treatment to the bottles in which it was received. It was imperative that it be kept at or below a temperature of 45 degrees to prevent the rapid spread of bacteria, and kept in a compartment of the refrigerator used for nothing else. It should always be kept covered and put in nothing but carefully-sterilized glass or other vessel, and not be used if flies had access to it or flew over it in an uncovered pan. The Floating Hospital in Boston was given credit for furnishing milk with a minimum of bacteria, but he said there were farmers in Rhode Island who sold milk as free from germs as that. With what amazed and despairing wonder the good housewives of a couple of generations ago would have regarded these deliverances of science concerning what they regarded as a very simple matter.

TRAMPS.

[Pittsburg Dispatch.]

In dealing with the vicious class, the tramps proper, the roads are equally serviceable. There should be no option here. Every trespasser on a freight train should be sentenced to work on the roads in the locality where captured. Every vagrant caught loitering anywhere should be sentenced in like manner and compelled to do honest labor for the benefit of society, being given in return food, lodging and a small compensation. No tender sentimentality should be permitted to intervene to prevent these sentences being exemplary. If an occasional prodigal son should be caught no harm will be done. He might as well eat the husks with the vagrant swine as with any other. In truth, the tramps are a menace to every honest man and woman. Floating about irresponsibly, they prey upon society at will. They degenerate from mere idle vagabonds to ordinary thieves and malefactors. Their numbers serve to conceal the movements of fugitives from justice who mingle with the derelict mass. It is, indeed, time that vigorous measures should be adopted to cope with this growing evil.

ECONOMY IN POLITICS.

[St. Petersburg (Fla.) Independent.]

As a midsummer's diversion we pay a whole lot of attention to city politics. The tourist season is approaching, which runs well into the time we elect the next Mayor and Councilmen. Naturally, we either will shelve politics and attend to our knitting or we will mix politics with sand and hash.

The *Independent* suggests a way to attend to our business and get through the city campaign without airing internal affairs to our thousands of guests.

Let there be a call for a mass-meeting of all voters. The leaders of the so-called factions will take a back seat. Thrash out differences of opinion at the mass-meeting, and call for propositions on which to build a platform. Let the platform be built out of the best material suggested. Then let the mass-meeting nominate a ticket, from Mayor down to the last city office, to stand on that platform.

Then go home and wait till election day, and on that day go through the motions of legalizing the election of the appointees of the mass-meeting.

TEXAS' PROGRESS.

[Houston Chronicle.]

At the end of the first 34 years after the battle of San Jacinto the entire taxable values of Texas were a little in excess of

\$170,000,000, and her railroad mileage only 711 miles, her population 818,579. At the end of the next 30 years her taxable values were over \$900,000,000, her railroad mileage over 9700 miles and her population over 3,000,000, showing an increase in the last 30 years over the first 34 years of three times in population, over four and a half times in taxable values and nearly fourteen times in railroad mileage.

The taxable values of Texas are now in round numbers \$1,200,000,000 and her railroad mileage about 12,000 miles, an increase of taxable values in seven years of nearly \$300,000,000 and of railroad mileage of more than 2000 miles, a proportion of increase of values to railroad mileage of about \$150,000 per mile.

The simplest calculation will show that if every acre of land given the railroads since 1870 had been sold for \$10 an acre the proceeds would not equal the increase of taxable values by several hundred millions.

These figures need not to be supplemented by argument. They do not absolve any railroad from the obligation to obey the law or exempt it from legal and constitutional control as a creature of the State, but they should have the effect to induce serious thought and conservative and just action on the part of every legislator and official in all matters pertaining to railroad regulation and management.

ENGLISH MILL PROGRESS.

[Manchester Correspondence of Bradstreet's.]

New mills are still being promoted. The latest list is that 3,800,000 spindles have yet to start work, and of this total the spindles to use American cotton are 2,622,000. Though textile machinery is very dear, mill floaters are very busy at work. It is noteworthy also that our shipments of textile machinery continue very large this year, as will be seen from the subjoined table:

	August.	Eight months.
1907.....	\$655,238	\$5,225,322
1906.....	535,233	4,272,062
1905.....	483,650	3,454,383

India, France, Russia and South America are the principal instances of increased imports. America also shows an increase, the figures being \$427,000, as against \$392,000 last year and \$234,000 the year before.

OKLAHOMA'S POPULATION.

[Chicago Record-Herald.]

According to the Federal census of 1900, the population of Oklahoma and Indian Territory was 790,391, and was pretty evenly divided between the two. Each of these Territories had a larger population than any one of the following Western States: North Dakota, Wyoming, Montana, Idaho, Utah. If they had been combined as one State its population would have exceeded that of South Dakota or Colorado.

Under a special census just taken the total population of the combined Territory is placed at something more than 1,400,000, or nearly double the figure of seven years ago. It exceeds that of Nebraska in 1900 and comes close to that of Kansas in that year. And the area of both Territories combined is less than that of any of the States that we have named.

Not only has the increase of population been very remarkable, but no State on its admission has had so large a population or so dense a population. The difference is so very marked that Oklahoma may be said to stand in a class by itself. As the States stood in 1900, it would rank twenty-

third, next to Kansas, and allowing for the probable increases elsewhere it should hold that rank in 1910. Recurring again to the census of 1900, the present population of Oklahoma exceeds that recorded for Montana, New Mexico, Delaware, Idaho, Hawaii, Arizona, Wyoming, Alaska and Nevada all together. Nor has any of those States and Territories any such prospects of growth. Oklahoma is a rich, inviting agricultural region with comparatively little waste land and an area large enough to sustain a population like that of Iowa, Missouri or Illinois. Obviously, also, its Indian population will be of steadily-diminishing importance. The Indians of Indian Territory numbered but 94,000 in 1900, and by this recent census the population of that Territory is put at 690,000. The Indians of old Oklahoma numbered less than 14,000 in 1900, and this census gives to that part of the new State a population of 719,000.

IMMIGRATION.

[Macon (Ga.) Telegraph.]

Now that the session of the Legislature is over and almost forgotten, and the new Railroad Commission has been duly installed and instructed in its duties, perhaps Governor Smith can find time to tell the State something about his investigations in Europe last spring in regard to immigration.

Georgia needs immigrants of the right sort, and any policy which would defeat that end is a bad one. We hope the Governor will stick to his original resolves on the subject.

The *Telegraph* has always advocated immigration—of men and money into Georgia—and it will continue in that policy regardless of the opinions of any set of politicians on the top side of the earth or underneath it.

A recent movement in this State against immigration seems to have frightened our brave Governor off the track on this subject, but he is making a mistake to allow himself to be thus intimidated.

A STATE'S WATER-POWERS.

[Columbia (S. C.) Record.]

While many of the streams, especially in the upper portion of the State, have been utilized and power developed, there are others capable of use that are practically unknown. It is estimated that there is approximately 300,000 horse-power available on the streams of the State for practical development, of which about 125,000 has been developed, leaving 175,000 horse-power still available. It will thus be seen that the utilization of the State's splendid water-power is in its infancy. Another decade will show the development of most of the power still available.

In addition to the establishment of more cotton mills, manufactories of a different sort will spring up. Besides, all the tremendous force still locked up in many of the streams of the State will be developed and employed as motive power for trolley lines, which are destined to bind towns and cities, villages and country hamlets together.

Below the red-hill section no water-powers of any consequence are found. The large water-powers are found almost exclusively "in the Piedmont section, which extends north of Columbia and to the foot of the mountains, in which numerous smaller powers are to be found in the streams of the sand hills and mountains." Throughout the Piedmont section, including Columbia, the cotton-mill industry has already been developed to a considerable extent, but the power still available for mill purposes is sufficient to make this part of South Carolina one of the most diversified and prosperous manufacturing centers of the United States.

RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

ITS LINE ON THE HILLS.

Virginian Railway's Route in West Virginia and the Rich Coal Regions It Taps.

[Special Cor. Manufacturers' Record.]
Charleston, W. Va., September 28.

I have just been over that portion of Mr. H. H. Rogers' great enterprise, the Virginian Railway, that has been completed in this State. It leaves the Chesapeake & Ohio Railway and the Great Kanawha river at Deepwater, which is at the mouth of Lower Loup creek, and runs in a southeasterly direction to Matoaka, in Mercer county, on the Norfolk & Western line. It is building on to the southeast from Matoaka, just as it is building to the northwest from the other end, where it leaves tidewater at Sewalls Point, near Norfolk. Its extensions and ultimate objective points need not be treated of here. This story is of the part now done and the country through which it passes.

Going up Loup creek for some distance, ascending the mountain-side, it passes through the mountain and strikes the waters of Coal river that flow into the Kanawha some 16 miles below the mouth of Loup, jumps from Paint onto the waters of oCal river that flows into the Kanawha 32 miles below Paint, and from those waters leaps through and over to the headwaters of the Guyandotte river, which is a tributary of the Ohio, emptying some 40 miles below the mouth of the Kanawha. In its present flight of 82 miles it presents some of the most daring feats of engineering skill exhibited in railroad building in this State. Having once attained the mountain tops, or near them, it never leaves the elevation, but leaps across the hollows between by a system of steel trestle-works unapproached anywhere else in this section. A number of these trestles are more than 100 feet high, the highest being 133 feet, and they reach literally from mountain top to mountain top. The ride is most picturesque, though a trifle nerve-racking to those unaccustomed to aerial navigation. The road is superbly built, and the equipment is first class in every detail—up-to-date motive power, steel coal cars of 50 tons capacity, comfortable coaches and everything that goes to make up a thoroughly modern railroad. A few wooden trestles are now in use, but they are in places where fills are to be made. Every rod of the road except the trestles is ballasted with stone, and the bed is as solid and substantial as any in the country. Ninety-pound steel has been laid.

This railway is through a section that is practically all underlaid with coal, and it is destined to become one of the great coal-carrying lines of the country. Its scope takes in the best of the Kanawha, New River and Pocahontas-Flat-Top measures, so that those who get their supply from its cars can take choice from the three great bituminous classes. The only development from which coal is now being shipped is at Page, nine miles up Loup creek from the Kanawha river. Here the Loup Creek Collieries Co., of which Major W. N. Page, chief executive of the railroad, is also president, has two mines in operation and is shipping 250 tons of coal and 500 tons of coke daily. The seams being worked are the Ansted and the Eagle, the former a New River, the latter a Kanawha measure. There are 560 bee-hive ovens, and the coke outfit generally is declared to be the finest in the country, if not in the world.

On the waters of Paint creek the Herbert people are opening up mines and get-

ting ready to ship coal in large quantities.

The first of the Guyandotte waters to be struck by the Virginian Railroad is Slab fork, and upon that stream the Slab Fork Coal Co., G. H. Caperton, president and general manager, is putting in a large operation. Five mines will be opened, and it is the present intention to be ready to ship coal by January 1, 1908. There is some dispute among experts as to whether the seam opened up here is the old Fire Creek coal, long worked on New river, or the Beckley, which seems to lie between the New River and Pocahontas-Flat-Top measures. The openings show from four to six feet of coal. This company will not make coke, though the quality of coal is fine for coking purposes. Mr. Caperton thinks the business of making coke at the mines has seen its most profitable day, and that the time will soon be here when it will be abandoned. The by-product plants, which save more from the waste than the value of the coke itself, will, he thinks, make it unprofitable to manufacture coke in any other way. Therefore, he proposes to ship the coal as it comes from the mine.

At Wittenberg, where the Chesapeake & Ohio and the Virginian come close together and run parallel for some distance, the Wittenberg interests have put in a big operation. It seems to be the intention to ship the output of these mines by the Chesapeake & Ohio for the present, as the Virginian appears to have made no connections with the mines. However, it will be an easy matter to get to the coal when the time comes that the company wants to take advantage of two shipping lines.

Surveyor, where the Chesapeake & Ohio crosses the Virginian, is the point from which the latter will build down Coal river if it shall be decided to do so. This will take it into the largest undeveloped coal territory in the State. And, it may be said in passing, those who are familiar with the territory make the claim for it that there all the Kanawha measures are found in their highest state of perfection; that the seams are bigger and the coal cleaner and richer than anywhere else.

Another branch line that the Virginian people seem to have in contemplation is up the "Winding Gulf." This peculiar name has been given to the Guyandotte river up toward the headwaters. There the stream is very crooked, flowing 35 miles to get less than 20 from where it started. A branch road 35 miles long will take the Virginian road from where it crosses the Guyandotte to the head of the stream, and every foot of it will be through coal of the highest quality and of great thickness. Having been planned, apparently, for a coal-carrying road, it will be very strange if it does not build the Coal River and "Winding Gulf" branches.

The greatest tonnage now being furnished the road is lumber. The W. M. Ritter Lumber Co. has big mills at Maben, in Wyoming county, on the Guyandotte waters, and is cutting 100,000 feet of lumber daily. The Keys-Fanning Company has a mill at Herndon and is cutting a large amount, all of which goes to market over the Virginian road. These two concerns have sufficient timber to keep them busy for a good many years, during which they will furnish a great deal of traffic. Other mills of smaller size are numerous along the line of the road, and the shipments aggregate a large amount. The two branches mentioned above would add much to the lumber tonnage, as both would pass through valuable forests.

GEO. BYRNE.

Pennsylvania's Statement.

The Pennsylvania Railroad Co. has issued a statement showing its income account for the fiscal year ended June 30,

1907, as follows: Gross earnings \$157,554,610, increase \$15,801,990; net earnings \$46,869,191, increase \$2,060,954; net earnings after the payment of rentals based on net earnings \$40,002,269, increase \$7,789,380; total income \$51,532,384, increase \$6,684,047. After the deduction of other rentals, interest, taxes, etc., there was left a net surplus of \$30,121,699, increase \$7,499,636. The payment of dividends left a surplus of \$8,511,924, increase \$4,131,929. The surplus was used as follows: Extraordinary expenditures, \$6,011,924; extraordinary expenditure fund, \$2,500,000. The balance-sheet shows total assets \$682,621,753.

A STORY OF PROGRESS.

Gulf & Ship Island Railroad's Report Tells of Mississippi Growth.

The annual report of the Gulf & Ship Island Railroad Co., covering the fiscal year ended June 30, 1907, shows gross earnings \$2,485,949, increase \$347,171; operating expenses and taxes \$1,883,958, increase \$426,847; net earnings \$601,991, decrease \$79,676; total income \$626,555, decrease \$80,504; surplus \$317,472, decrease \$83,803. The average mileage operated was 307, as compared with a little more than 284 miles in the preceding year.

President J. T. Jones also says in his report: "The prosperity and industrial development of the Gulf Coast and Southern Mississippi, referred to in the reports of previous years, has been continued and is reflected in the gratifying increase of \$347,171 in gross earnings for the year ended June 30, 1907.

"The entire country along the line of your railroad is prosperous and the population is rapidly increasing. Many new mills have been erected in the past year, and but for the shortage of freight cars to carry shipments beyond our rails, which condition was by no means local, I confidently believe that gross earnings would have been further increased between \$300,000 and \$400,000. The additional business secured from the territory adjacent to the new line between Silver Creek and Columbia (placed in operation about the close of the last fiscal year) has largely contributed to the increased gross earnings. The increase in the number of sawmills located on your road caused an increase of 26,925 tons of lumber handled; yet, notwithstanding this large increase in the volume of the lumber tonnage, its proportion to the total tonnage of all freight, compared with that of the previous year, shows a decrease of 2.58 per cent. This indicates the steady growth of the country and that other and diversified interests will provide a remunerative tonnage as the timber lands are depleted.

"The development of wholesale and jobbing houses for the sale of grain and grain products and general groceries in this territory has led to the establishment of several large commercial enterprises, with commodious warehouses and elevators to serve better an ever-increasing and permanently established trade.

"The constant growth in the production of cotton for the past several years was continued and the movement shows an increase of 13.20 per cent. in the number of bales handled."

President Jones also notes the completion of the Hotel Hattiesburg at Hattiesburg, Miss., which was finished last December at a cost of about \$300,000 and which was leased to the Great Southern Hotel Co. Its erection, he said, has stimulated travel. He also notes the extension of the Gulfport & Mississippi Coast Traction Co.'s line from Gulfport west to Harborview, near Pass Christian, making the line 25 miles long and a valuable

contributor to the steam railroad's passenger travel. The Gulfport Creosoting Co. completed its plant near Gulfport several months ago and its output adds to the railroad's freight revenue. Arrangements have been made with the company to creosote bridge timbers, piling and cross-ties requiring renewal, and during the latter part of the fiscal year 11,077 creosoted ties were put in the track.

President Jones also notes the acceptance of Gulfport harbor by the Government as having been completed, but it is expected that further appropriations will be made by Congress to secure greater depth. The business of the port shows a continued increase.

RAILROAD DEAL RUMORS.

New York Central Interests Looking Toward Coal Connections in West Virginia.

[Special Cor. Manufacturers' Record.]
Charleston, W. Va., September 28.

A deal of great moment to this city has just been consummated between the New York Central and the Coal & Coke railroads. On the surface it is a mere traffic arrangement, but beyond that, it is argued, lies the control of the Coal & Coke by the New York Central and its probable final absorption. I wrote to the MANUFACTURERS' RECORD the other day that the Pittsburgh & Lake Erie Railway, which is a New York Central line, would build to Morgantown, and go thence to Rowlesburg over the Morgantown & Kingwood, already completed to that point, from there building a line to Parsons to a connection with the Western Maryland, over which it would go into Elkins to connect with the Coal & Coke. That, indeed, is one plan that has been discussed, but the one that will probably be followed out is to build from Morgantown up the Monongahela river to Fairmont, and thence up the Tygart valley through Grafton to Belington. At the latter point it would connect with the Roaring Creek road, and by way of that with the Coal & Coke.

It is said that the deal between the New York Central and the Coal & Coke embraces the building of the latter to the head of Elk river, as outlined in a letter from Webster Springs a few weeks ago. This will mean the development of large timber interests and the ultimate opening up of a very large coal area.

The bringing of another great railroad system to Charleston will mean much for the future of the city. The Coal & Coke was begun by Charleston people and built for a good many miles by the money of Charleston men, aided by funds voted by Kanawha and Clay counties, and it will be the cause of much satisfaction here if it proves the means of giving the city the benefit of another great trunk line.

The New York Central owns 75 per cent. of the stock of the Little Kanawha Syndicate, which has large coal holdings in Gilmer, Upshur, Monongahela and other counties. The Davis people, owners of the Coal & Coke Railroad, have 200,000 acres of coal in practically a solid body along the line of their road. Should the New York Central finally purchase the railroad and the coal holdings from Senator Davis and his friends it would have one of the greatest coal properties in the country.

GEO. BYRNE.

Illinois Central's Report.

The Illinois Central Railroad Co. has issued its report for the fiscal year ended June 30, 1907, showing total earnings \$56,610,633, increase as compared with the preceding year \$4,974,228; total expenses \$37,847,707, increase \$3,545,231; net earnings \$18,762,926, increase \$1,428,998; total income \$21,581,501, increase \$990,584, there having been a de-

crease in the income from sources other than operating. After the deduction of interest, rentals and taxes there was left \$11,687,091, increase \$824,752. After the payment of dividends there was left a balance of \$5,034,291. After deductions for improvements, a comparatively small part of which was for the improvement fund, there was left a surplus for the dividend fund of \$1,046,357, an increase of \$1,001,507. This, added to the previous dividend fund, made a total of \$2,360,184, out of which \$1,000,000 was transferred to profit and loss, leaving the final surplus dividend fund \$1,360,084, an increase of \$46,357.

There was expended during the year \$4,628,181 for additions and betterments to the property, and it is further stated that the policy of improving the standard of maintenance has been strictly followed and that at the close of the year 1030 miles of road were operated under block-signal protection. The money expended for additions and betterments included 47 locomotives, 1720 freight cars, 46 passenger cars and some other equipment. The company has altogether 1240 locomotives, 859 passenger-train cars, 57,601 freight cars and 2376 work cars. It operates a total of 4377 miles of line.

Texas State Railroads.

Mr. W. F. Ramsey, chairman of the Board of Penitentiary Commissioners of the State of Texas, writes from Cleburne to the MANUFACTURERS' RECORD, saying:

"The railroad now being built to Brazoria runs from our sugar farm and sugar-house on the Clemons sugar plantation, connecting with the St. Louis, Brownsville & Mexico Railway at Brazoria. It is intended largely to serve our own industries, though later we expect to apply to the Railroad Commission for recognition. We have not so much as named the infant. It is little more than five miles in length and will be under the management of Capt. Ed A. Herring, superintendent, at Huntsville, Texas, and Mr. J. W. Wright, financial agent, of the same place. It will be constructed under the direction of Mr. Wright and almost entirely by our convict labor."

The State is issuing \$150,000 of 3 per cent. railroad bonds to build an extension of the State Railroad running out of Rusk, Texas. It is proposed to extend it to connect with either the International & Great Northern or the Texas & New Orleans Railroad or both of them. The extension of the line to the International & Great Northern is now under construction. Connection will probably be made at Palestine, Texas, although it may be made at some point which would not require so long an extension. This extension is also being built by convict labor, and the ties and other lumber will come from the State timber lands.

St. Louis to El Paso.

Mr. A. L. Gibbs, chief engineer of the Great Southwestern Railway Co., writes from Wagoner, I. T., to the MANUFACTURERS' RECORD that the proposed line of the company will be about 1400 miles long, beginning at St. Louis, Mo., and ending at El Paso, Texas.

"Operations," he says, "will begin on the Missouri Pacific Railroad at Salisaw or Vian, I. T., and run southwest through one of the finest coal fields west of the Mississippi, the coal being from three to six feet thick and in a continuous bed for a distance of 80 miles. We cross the Midland Valley Railroad at Stigler, the Fort Smith & Western Railroad at Quinton, the Missouri, Kansas & Texas at South McAlester and the Rock Island at Haywood, the Missouri, Kansas & Texas and the Missouri, Oklahoma & Gulf at

Tupelo, the St. Louis & San Francisco at Scullin, the Gulf, Colorado & Santa Fe at Davis, the Rock Island at Comanche, the Santa Fe at Temple, where the line goes into Texas, crossing the Fort Worth & Denver City Railway at Vernon, Texas, thence running southwest to El Paso."

Date has not yet been set to receive bids for construction, but it is expected to be at work by the first of January next.

Olympian Springs to Carlisle.

President J. A. Kauffman of the Kauffman Engineering Co., Salt Lick, Ky., writes the MANUFACTURERS' RECORD concerning the Olympian Springs & Carlisle Railway, saying that the railroad company has not yet been organized nor officers elected, and he has full charge of the proposition at this time. Continuing, he writes:

"The line in question will be about 40 miles long and will run from Olympian Springs, a summer resort, to Salt Lick, Ky., where it will connect with the Chesapeake & Ohio Railway; thence it will go to Owensville, Sharpsburg, Moorfield and on to Carlisle, where it will connect with the Louisville & Nashville Railroad. It is also our intention to extend south into the famous Kentucky coal fields in Morgan county, a distance of about 40 miles.

"The Kauffman-Shaw Construction Co. is promoting this road and expects to construct it. We, of course, will sublet some. It will be a steam road."

Railroad Notes.

Concerning the report that the Rock Island system will build terminals at Riverside, near Fort Worth, Texas, an official of the company informs the MANUFACTURERS' RECORD that while there is no doubt that some time in the near future such terminals will be built, there has nothing definite been decided concerning them.

The Mexican Central Railway Co. has elected officers for the year as follows: H. Clay Pierce, chairman of the board; Eben Richards, president and general counsel; F. H. Prince and C. R. Hudson, vice-presidents; Pablo Martinez Del Rio, general representative in Mexico; D. F. Bucher, general superintendent; J. A. Hendry, treasurer; W. H. Dudley, comptroller; W. A. Frost, general auditor; James Piper, secretary.

Giant Oil Steamship Ordered.

Of some interest in connection with the development of the oil fields of Texas and the Indian Territory is the announcement that the Gulf Refining Co. of Beaumont, Texas, and Pittsburg, Pa., has awarded contract for the construction of a giant oil-carrying steamship. This ship will be 411 feet long, with 55-foot beam, will draw 23 feet 6 inches of water and have a capacity of 5800 tons, or 2,520,000 gallons of oil. It has been designed by Messrs. Matteson & Drake of Philadelphia, Pa., and the contractor is the New York Shipbuilding Co.

The vessel will have the propelling machinery aft, and is of the spar-deck type, with open fore-castle, bridge and a raised quarter deck aft. The cargo oil will be carried in 16 tanks, formed by nine transverse bulkheads and a center-line bulkhead, and these tanks will be arranged so that fuel oil, refined oil and package freight may be carried separately. The hold of the ship will be devoted almost exclusively to the storage of cargo oil.

It is announced that the necessary funds have been raised and the machinery has been ordered for a textile school at Austin, Texas. The Business League of that city, under the inspiration of Judge Z. T. Falmore, led in the work of raising the funds.

MINING

New Soapstone Quarries.

The Steatite Corporation has been incorporated with a capital stock of \$300,000 to develop soapstone deposits in Carroll county, Maryland. The main deposits, which are located about one mile from Marriottsville, cover about 165 acres, while all land in the vicinity, which may also contain additional deposits, is controlled by the company. All of the necessary machinery for immediate use has been purchased, and the quarries and plant will have an initial capacity of 5000 square feet daily from the saws and 40 to 50 tons daily from the grinding mills. Later on these capacities will be increased, according to the demands of the trade. The product will be sold mainly to the electrical and laundry trade. The main offices of the company are at 923 and 925 Equitable Building, Baltimore, Md., and the officers are Reuben S. Baldwin, president; Kenneth Hugh Ferguson, vice-president; Robert N. Hanna, treasurer; Maurice De Levante, secretary, and Charles A. Williams, general manager. The Soapstone Products Co. has also been incorporated by the same interests with a capital stock of \$25,000 to market the products of the company's quarries.

To Mine Coal and Lignite.

The MANUFACTURERS' RECORD is informed that the Beargrass Coal Co. of Hillsboro, Texas, which was recently reported as increasing its capital stock to \$50,000, has about 3000 acres of lignite and coal lands in Leon county, six miles west of Jewett. The property is said to be underlain with veins of from 4 to 14 feet in thickness. A mining plant to cost about \$50,000 will be installed for the development of the property, the intention being to mine 1000 tons per day at first and increase the production to 10,000 tons if the demand warrants it. Officers of the company are Messrs. A. D. Evans, president; W. G. Bartels, vice-president; H. M. Young, treasurer and general manager; S. C. Dyer, secretary, and W. E. Spell, attorney. Mr. W. G. Bartels of Collinsville, Ill., is the constructing engineer in charge.

To Develop Toncray Mines.

A dispatch from Floyd, Va., states that the New York & Virginia Copper Co. has leased the Toncray copper mines to Louis Straus & Co., who have begun the erection of a smelter and other facilities for the development of the property. The mines are located about six miles from Floyd, and it is understood, according to the terms of the lease, the lessees will prosecute the development to a minimum of 20,000 tons. It is stated that tramways have been constructed from the hoisting shaft to the smelter, machinery for which has already been secured, and the plant is expected to be in operation within a week or two.

Buys Coal Boats.

The Monongahela River Coal & Coke Co. of Pittsburg, Pa., according to a dispatch from Parkersburg, W. Va., has purchased the towboats Oakland and Gleaner from the People's Coal Co. With the acquisition of these boats it is said that the purchasing company owns every towboat that operates in the coal trade between Pittsburg and New Orleans, and eliminates all competition from the New Orleans market via the Mississippi river.

Messrs. Seabrook & Howard of Atlanta and Columbus, Ga., are reported to have secured a contract for furnishing the Atlantic Coast Line Railroad with 50,000 tons of coal.

TEXTILES

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the MANUFACTURERS' RECORD. We shall be glad to have such matters at all times, and also to have any general discussion relating to cotton matters.

SOUTHERN SPINDLES INCREASE.

Nearly 180,000 Spindles Reported for Third Quarter of 1907.

In last week's MANUFACTURERS' RECORD the subject of cotton growing and milling in the South was thoroughly detailed, enabling the reader to fully appreciate the status of the industry and its future possibilities. Today is presented our usual quarterly summary of the announcements of new mill companies organized and of established companies to enlarge their plants. It will be noted that the total of spindles reported during July, August and September is 177,877, which is about 55,000 in excess of the number reported during the first quarter and about 50,000 less than during the second quarter. Thus it can be perceived that there is a steady increase in spindleage, and there is no indication of any cessation whatever in the progress of the

industry. Of the total for the quarter, about 73 per cent. is to be installed by new companies and 27 per cent. by established companies. This is not usual, as for many quarters during recent years the majority of spindle installations has been with the old companies. However, most of the new organizations are under the direction of experienced cotton manufacturers who are interested in or managing the older enterprises.

The 130,869 spindles for the new mills, an investment of probably about \$3,271,725, and the 47,008 spindles for the old mills, an investment of about \$1,175,200, means a total of 177,877 spindles, to cost about \$4,446,925. It may be added that the data on which these figures are based has been prepared from information furnished by the managers of the various enterprises. These spindles are not stated to have already been installed, but the figures indicate the equipments decided on and contracts for which have been or will be signed. Some of these installations have been completed, many are now in progress and some remain to be ordered. More than a dozen of the companies mentioned as new or to enlarge plants have made no report of the number of spindles they will install. No especially large individual project is seen in the third quarter's summary. The July-August-September record for this year is 67,547 spindles greater than for the same period of 1906.

The following table is of interest:

Name.	Location.	Spindles.	Looms.
Coosa River Spinning Co.	Childersburg.	10,000	....
West Point Mfg. Co. of West Point, Ga.	Langdale.	55,000	....
Munford Cotton Mills.	Munford.	2,500	....
		47,500	....
Georgia.			
National Duck Mills.	Atlanta.	....	....
Echota Cotton Mills.	Calhoun.	....	....
Crystal Springs Bleachery Co.	Chickamauga.	....	....
*Eastman Cotton Mills.	Eastman.	5,000	150
Cherokee Mills.	Griffin.	....	....
Manchester Cotton Mills.	Manchester.	....	....
*Atlantic and Gulf Mills.	Quitman.	1,268	....
Sparta Cotton Mills.	Sparta.	5,000	....
		11,368	150
Mississippi.			
Columbus Yarn and Textile Mills.	Columbus.	....	....
North Carolina.			
Long Island Cotton Mills.	Buffalo Shoals.	5,000	....
*J. Fred Houston & Co.	Cumberland.	5,000	....
Delburg Cotton Mills.	Davidson.	....	....
*Double Shoals Cotton Mills.	Double Shoals.	....	....
Turner Mills Co.	East Monbo.	10,000	....
Dunn Manufacturing Co.	Gastonia.	5,000	....
*Gem Yarn Mills.	Gibsonville.	....	....
*Cora Cotton Mills.	Kings Mountain.	10,000	....
Moore Cotton Mills Co.	Lenoir.	5,000	....
*Moore Cotton Mills.	Lileadom.	....	....
*Long Island Cotton Mills.	Long Island.	3,000	....
*Albion Company.	Mt. Holly.	3,000	....
*Catawba Cotton Mills.	Newton.	3,360	....
Ridgeview Cotton Mills.	Newton.	2,500	....
Barringer Manufacturing Co.	Rock Hill.	5,000	....
Ella Manufacturing Co.	Shelby.	....	....
Paola Cotton Mills.	Statesville.	5,000	....
*Bloomfield Manufacturing Co.	Statesville.	....	....
*Stony Point Manufacturing Co. (additional to first report).	Stony Point.	1,000	....
St. Pauls Cotton Mills Co.	St. Pauls.	6,000	....
Broad Shoals Manufacturing Co.	Taylorsville.	....	....
Taylorsville Cotton Mills.	Taylorsville.	5,000	....
*Alsopugh Cotton Mills Co.	Taylorsville.	1,600	....
Shaw Cotton Mills.	Weldon.	5,129	....
		80,589	....
South Carolina.			
Chapin Manufacturing Co.	Chapin.	3,000	....
Merrimac Mills.	Gaffney.	10,240	300
*Hartsville Cotton Mills.	Hartsville.	6,000	120
Leesville Cotton Mills.	Leesville.	....	....
*Liberty Cotton Mills.	Liberty.	2,500	....
Harris Manufacturing Co.	Rock Hill.	5,000	....
Wymojo Cotton Mills.	Rock Hill.	....	....
*Neely Manufacturing Co.	Yorkville.	600	....
Lockmore Cotton Mills.	Yorkville.	6,500	....
		33,340	420
Texas.			
*Hillsboro Cotton Mills.	Hillsboro.	2,500	36
*Brazos Valley Cotton Mills.	West.	2,080	....
		4,580	36
Total.		177,877	606
Total for first quarter.		122,468	....
Total for second quarter.		227,736	1190
Total for third quarter.		177,877	606
Total for nine months of 1907.		528,081	1796

*Established mills enlarging.

Dunn Manufacturing Co.

Last week the MANUFACTURERS' RECORD reported the incorporation of the Dunn Manufacturing Co. of Gastonia, N. C., and stated its purpose to build a 5000-spindle yarn mill. The building will be planned for a capacity of 5000 spindles, but only 4000 spindles will be installed at first to manufacture yarns. An increase

to the total capacity will be made in the future. This company's authorized capital stock is \$200,000, and its paid-in capital is \$100,000. The plant will be operated by electricity, the supply to be furnished by the Southern Power Co. of Charlotte, N. C. Dunn Manufacturing Co. has organized with C. B. Armstrong, president and treasurer; W. T. Rankin, vice-president;

S. S. Shuford, secretary, and C. M. Dunn, superintendent.

Ella Manufacturing Co.

The Ella Manufacturing Co. of Shelby, N. C., which was reported last month by the MANUFACTURERS' RECORD as incorporated with a capital stock of \$100,000, is now preparing to begin the erection of necessary buildings. Contract has been awarded to the Whitin Machine Works of Whitinsville, Mass., for the spinning machinery and to the Draper Company of Hopedale, Mass., for the looms for weaving. Electricity will probably be the motive power, and the mill product will be convertible cotton goods. J. R. Dover can be addressed for information of the Ella Manufacturing Co.

The Merrimac Mills.

The Merrimac Mills of Gaffney, S. C., is now having its building erected, and will install 10,240 spindles, with complement of looms (about 300), for the manufacture of convertible cotton goods. This company was reported recently by the MANUFACTURERS' RECORD as organized with capital stock of \$150,000. It has engaged J. E. Sirrine of Greenville, S. C., as architect-engineer in charge, and will use electricity for motive power, consuming about 400 horse-power. The plant will cost about \$200,000, and will employ 200 operatives. E. R. Cash is general manager.

P. H. Hanes Knitting Co.

The P. H. Hanes Knitting Co. of Winston-Salem, N. C., has completed its new mill, previously detailed by the MANUFACTURERS' RECORD. This new plant includes a four-story 80x105-foot building equipped with automatic sprinklers and overhead system of steam heating. Contract for the knitting machinery has been awarded, and when the equipment is in position the company's present daily output of 400 dozen garments for underwear will be doubled. Electricity will be used for power, being distributed throughout the mill to electric motors.

Greeleyville Cotton Mills.

The Greeleyville Cotton Mills of Greeleyville, S. C., will be organized with a capital stock of \$150,000 for the purpose of building a cotton-cloth mill of 10,000 spindles and accompanying looms, to be operated by steam power. J. E. Sirrine of Greenville, S. C., will be the architect-engineer for the plant. Officers of the company have not been elected, and the enterprise is in charge of T. W. Boyle, chairman of committee. About \$50,000 has been subscribed, and the company expects to begin construction next April or May.

Monarch Manufacturing Co.

The Monarch Manufacturing Co. of Belmont, N. C., will be incorporated with a capital stock of \$200,000, which has been subscribed, to build a cotton mill equipped with 10,000 spindles and complementary machinery. Its product will be about 60s combed yarns. Officers will be elected as follows: President, A. C. Lineberger; vice-president, D. E. Rhyne, and secretary-treasurer, S. P. Stowe. These officers were referred to recently by the MANUFACTURERS' RECORD as proposing the organization of a mill company.

Crystal Springs Bleachery Co.

Last week, in giving particulars of the Crystal Springs Bleachery Co. of Chickamauga, Ga., an error was made in reference to a purchase by the new company. It did not buy the plant of the Bowen-Jewell Company of Jewell, Ga., but merely the bag machinery and stock of bag mate-

rial in Chattanooga of the Bowen-Jewell Company. The plant at Jewell remains the property of the Bowen-Jewell Company. Offices of the Crystal Springs Bleachery Co. are in Chattanooga, Tenn.; A. S. Bowen, secretary-treasurer.

Lois Cotton Mills.

The Lois Cotton Mills of Douglasville, Ga., expects to begin manufacturing print cotton cloths by January 1. This company was reported in the MANUFACTURERS' RECORD of July 25 as organized, and its plant will cost about \$250,000. It has a brick building two stories high, 190x400 feet in size, which will contain 20,000 spindles and 500 looms. Mr. J. E. Sirrine of Greenville, S. C., is the engineer in charge. Officers of the company include J. M. Geer of Easley, S. C., president, and J. T. Duncan, secretary.

Catawba Cotton Mills.

The Catawba Cotton Mills of Newton, N. C., has awarded contract to the Westinghouse Electric & Manufacturing Co. of Pittsburg, Pa., for 275-horse-power electric motors for operating plant and for arc-lighting equipment. The MANUFACTURERS' RECORD mentioned the Catawba Cotton Mills in July as completing contracts for adding 3360 spindles to its 2800 spindles and to obtain electricity for motive power from the Southern Power Co. of Charlotte, N. C.

The Ridgeview Cotton Mills.

The Ridgeview Cotton Mills of Newton, N. C., has decided to use electricity for motive power, consuming about 150 horse-power, which will be purchased from the local transmission of the Southern Power Co. of Charlotte, N. C. As stated recently by the MANUFACTURERS' RECORD, the Ridgeview company will build a mill of 2500 spindles for manufacturing two-ply 30 to 40 yarns. H. F. Smith is general manager.

Skyland Hosiery Co.

In August the MANUFACTURERS' RECORD reported the incorporation of the Skyland Hosiery Co. of Flat Rock, N. C. It can now be stated that the company has a capital stock of \$300,000, with \$150,000 paid in, and will build a plant for the manufacture of hosiery. The company will be in the market for pulleys, hangers, belting and other mill supplies, and F. S. Wilcox of Lynn, N. C., can be addressed.

Edgemere Manufacturing Co.

Two weeks ago the MANUFACTURERS' RECORD reported the incorporation of the Edgemere Manufacturing Co. of Concord, N. C. The new company has leased and will operate the Riverdale Mills at Great Barrington, Mass., containing 64 broad and 32 narrow looms, and the Magnolia Mills No. 2 at Concord, containing 1800 spindles. L. W. Brander is assistant treasurer; offices at Concord.

Mill Company for Clinton, N. C.

A company will be organized with capital stock of \$125,000 for the purpose of building a cotton-yarn mill of 5000 spindles at Clinton, N. C. W. D. McNeill of Fayetteville, N. C., will be president. Messrs. W. B. Stewart and F. B. Johnson were mentioned last week as interested in a plan for building mill at Clinton.

The Whitehead Hosiery Mills.

The Whitehead Hosiery Mills of Burlington, N. C., has been organized, with capital stock of \$50,000 and \$10,000 paid in. This company will install a modern equipment for knitting hosiery, and invites makers of the required machinery to correspond. R. H. Whitehead is the manager.

Textile Notes.

E. F. O'Brien of Roanoke, Va., is said to propose establishing a knitting mill in Baton Rouge, La.

A. J. Loveloy of Ball Ground, Ga., is interested in a plan for the organization of a company to build a cotton mill.

The Kansas City (Mo.) Cotton Mills Co. is reported to have awarded contract for 5000 spindles in order to double present plant.

The Roanoke Mills Co. of Roanoke Rapids, N. C., is reported as to add 8000 spindles. Present mill contains 15,904 spindles and 600 looms.

Mr. J. D. Callaway of Lake City, Fla., is organizing a company to spin cotton yarns from Sea Island cotton, using electricity for the motive power.

The Fifty Thousand Club of Beaumont, Texas, is negotiating with a woolen manufacturer relative to the establishment of a woolen mill to cost \$100,000.

The Conneross Yarn Mills at Anderson, S. C., has been purchased for \$25,000 by A. S. Farmer. He will continue operating the 800 spindles on yarn production.

It is reported that the North Augusta Knitting Mills of North Augusta, S. C., is planning the erection of a yarn-spinning mill and a dyeing plant for knit goods.

The Bliss Silk Throwing Co. of Dickson, Pa., has leased and will operate the Alexandria Hosiery Co. knitting mill at Wilkes and Pitts streets, Alexandria, Va.

The Edgefield (S. C.) Manufacturing Co., recently referred to as to enlarge its mill, is having plans prepared for a possible extension. Nothing further known at present.

An Eastern knitting company is corresponding with J. A. Runyan, secretary of the Manufacturers and Merchants' Association, relative to establishing a knitting mill in Kansas City, Mo.

Messrs. J. H. Grant, S. M. Putnam, J. B. Garrison, C. F. Colcord and L. Haynes Buxton of Oklahoma City, O. T., propose the organization of a company to build a cotton mill. They contemplate a capital stock of \$100,000 and an equipment of 5000 spindles.

The National Duck Mills of Atlanta, Ga., expects to operate by electric power, using from 85 to 100 horse-power. This company was reported some weeks ago as organized to manufacture cotton duck. Its offices are in the Fourth National Bank Building.

Mr. S. B. Sargeant of Charlotte, N. C., will organize a stock company, probably capitalized at \$100,000, to build a cotton mill. He has resigned the office of manager of the American Machine & Manufacturing Co. in order to become interested in the new enterprise.

Mr. G. B. Patterson and associates of Maxton, N. C., have applied for charter for a company, and propose to organize for the erection of a 10,000-spindle cotton mill. No further details have been determined. Mr. Patterson was referred to recently as proposing this enterprise.

Messrs. J. E. Hood, J. W. Black, H. H. Hodges and F. C. Dunn of Kinston, N. C., will organize a company with capital stock of \$100,000 to build a cotton-yarn mill. They propose to erect a two-story building 80x234 feet in size, with capacity of 10,000 spindles, but to begin manufacturing with 5000 spindles.

Messrs. J. P. McNair, F. B. Henderson, G. K. Toole, B. F. Holley, H. C. Hahn and James Powell comprise the committee lately mentioned as appointed to formulate plans for the organization of a company to build a cotton mill at Aiken, S. C. They have not decided whether to manufacture yarns or cloth.

LUMBER

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

Building Big Plant.

A correspondent of the MANUFACTURERS' RECORD writing from New Orleans, La., states that the Gulf Lumber Co. of Fullerton, La., S. H. Fullerton of St. Louis, Mo., president, is making satisfactory progress on the construction of its large sawmill plant at Fullerton. The mill, it is stated, will be equipped with two nine-foot double-band saws and a 52-inch gang saw, with the necessary driving machinery. It is constructed entirely of steel and concrete, supported by concrete piers, and will have a daily capacity of 350,000 feet of lumber. This mill is the first of two that will be erected, plans for the other not having been prepared, and it is probable that work on this will not be commenced until the first mill is completed. It is announced that the company will purchase nearly \$100,000 worth of electrical machinery within a few weeks for the equipment of its sawmill, light and power plants. This equipment will consist of two or three generators for lighting and power purposes, and about 35 motors of 1500 horse-power each to be used throughout the plant. It will also need approximately 3000 lights to supply the plants and 460 dwellings which it will erect, contracts for the most of which have been awarded. The company, it is said, has acquired much timber in the vicinity of Fullerton, and will require about 15 years to develop it. Mr. M. L. Fleishel is the general manager and Geo. U. Borde, Hibernia Bank Building, New Orleans, La., is the engineer in charge of construction.

Completing Veneer Plant.

Satisfactory progress is reported as being made by the National Veneer Co. of Charleston, W. Va., on the reconstruction of its plant, which was burned several months ago. The main building of the new plant is of brick, 50x157 feet, three stories high. There is also an engine-room 40x40 feet and a drykiln 40x100 feet, the latter containing a drier in which the temperature is to be maintained at 220 degrees. The motive power will be supplied by a 200-horse-power engine, with boilers of sufficient capacity to supply heat for the drykiln and other structures, as well as steam for the engine. A complete electric-lighting plant has been installed. Among the woods utilized are poplar, basswood, oak, cherry, chestnut, birch, bird's-eye maple, mahogany, etc. After the veneering has been removed from the logs the cores are sawn and used for crating. Officers and directors of the National Veneer Co. include Messrs. G. E. Breece, president; J. Q. Dickinson, vice-president; Harrison B. Smith, secretary; F. M. Staunton, treasurer, and J. W. Roche, manager.

Buys Florida Timber Lands.

The purchase of 40,000 acres of timber lands in Florida is reported to have been negotiated by Messrs. Pope & Co. of New York city, who have acquired the property from the J. P. Williams Land Co. of Tallahassee, Fla., of which J. P. Williams of Savannah, Ga., is president. It is understood that the purchasers will develop the timber for its turpentine, after which it will be converted into lumber. The purchase price for the property is stated at \$300,000.

Seasoned Cypress Wanted.

The Sunlight (Double Glass) Hotbed Sash Co., 506 Floyd street, Louisville,

Ky., wants prices on clear seasoned cypress, mostly two-inch boards, in carload lots.

Wants Barrel Materials.

Mr. C. J. B. Mitchell, Narrows Station, Chester P. O., Md., wants to purchase knocked-down barrel staves, heads and hoops for truck shipping.

Florida Peat Fuel.

The immense areas of peat bogs in the United States still remain practically unutilized, says M. R. Campbell in an advance chapter of the "Mineral Resources of the United States." In the Old World peat is largely used as fuel, but the widespread coal beds of this country afford to most localities fuel so cheap and so abundant that but slight inducement is offered to the owners of peat deposits to exploit their possessions.

The expense of preparing peat for use as fuel is considerable, covering five operations, namely: (1) Digging from bog, either by hand or machine; (2) transporting in cars or conveying apparatus to mill; (3) disintegrating in mill; (4) molding into bricks; (5) drying until the water is reduced to about 15 or 20 per cent.

A company operating in the vicinity of Orlando, Fla., has departed from this practice slightly, as it now dispenses with the molding into bricks, simply dumping the disintegrated peat on the ground and allowing it to dry in irregular masses, which are later broken with hammers into lumps. This practice is reported to give excellent satisfaction and to save the expense and trouble of bricking the wet pulp. It has the disadvantage, however, of requiring more space for storage. Possibly this method would not work so well in other parts of the United States as it does in the hot climate of Florida, but it is worth considering, as it effects large saving in the cost of manufacture.

Florida machine peat makes an excellent fuel for the manufacture of producer gas, yielding results fully as good as Texas and North Dakota lignites, and where power is the object sought the best method of utilizing the peat seems to be to convert it into fuel gas. But although the tests so far made demonstrate that the peat can be used in this way, there are many questions yet unsolved. Probably the most important points to be determined are the maximum amount of moisture that can be used in a producer, and whether it is necessary to disintegrate the peat and mold it into bricks.

If the manufacture of producer gas from peat proves to be commercially successful central power plants will doubtless be established at the bogs and the peat thus converted into electricity, which will be transmitted to points where power is required. In this way the cost of transportation of fuel containing a heavy percentage of moisture will be avoided and the power will be readily available in large or small amounts wherever needed.

The Harriss Manufacturing Co. of Rock Hill, S. C., will use electricity for the motive power of its cotton yarn, pad and collar factory recently reported. About 150 horse-power will be used, and this is to be transmitted as far as is practicable by individual motors throughout the plant. Contract for the power machinery has not been awarded.

The National Boiler Manufacturers' Association will meet at Atlanta, Ga., October 8-10, and it will be expected that about 200 delegates from the United States and Canada will attend.

The Acworth (Ga.) Cotton Manufacturing Co. is reported as to build a knitting mill.

MECHANICAL**Surfacing Floors by Machinery.**

For many years a problem that has confronted and perplexed architects, builders and owners has been that of the proper and satisfactory method of surfacing floors. The old method of hand scraping was not only slow, but expensive, but twentieth-century demands have been met by twentieth-century methods by the American Floor Surfacing Machine Co. with its floor-surfacing machine, which has been tested by leading contractors in the principal cities of the United States and abroad. This machine (see accompanying illustration) was designed to meet any contingency arising from the surfacing and polishing of floors of every description, new or old, hard or soft, of



AMERICAN FLOOR-SURFACING MACHINE

large or small area, and may be briefly described as follows: A movable mechanism propelled and operated by a four-horse-power motor, to which electricity is transmitted by a local current or from a power wagon constructed for the purpose. At each end of the machine is a drum covered with sandpaper, the drums revolving in opposite directions at the rate of 600 revolutions per minute. There is a patent dust-catching device attached to the machine, which makes it possible to use it on a floor where people may be working or in a store without subjecting them to the inconvenience of dust. The maker says the machine will do the work of 15 to 20 men, and better than it is possible by the old method.

For further information address the American Floor Surfacing Machine Co., Toledo, Ohio.

New Portable Wattmeter Calibrator.

Managers of modern central stations will be interested to know that the Fort Wayne Electric Works of Fort Wayne, Ind., has redesigned its calibrator to meet their requirements. The advantages of having meters tested at regular intervals to determine their accuracy is recognized, and the new calibrator is offered to do this service quickly, easily and accurately. Note the accompanying three views.

In the type KM-1 calibrator no stopwatch is required except in standardizing the instrument itself, nor is it essential that the load be constant. It is only necessary to observe the revolutions of the meter under test and the pointer indications of the calibrator before and after test, from which, by the use of the proper constants, the watt-hours registered by the meter under test and the calibrator may be determined. The calibrator is so designed that it covers the range of most meters in service from light to full load, for either 110 or 220 volts, two or three-wire circuits. This is a very desirable feature, in that it saves carrying more than one standard.

The calibrator is enclosed in a mahogany carrying case, provided with a carrying strap for use in transportation. The cover is hinged and provided with a

lock, which prevents tampering by unauthorized parties. The case is of a convenient size, the overall dimensions being 8x8x10 1/4 inches high.

The register is located on the top of the calibrator, so that the pointer indications can be read by the operator at a distance if necessary, as in checking a meter installed close to the ceiling with the calibrator resting on the floor. The dial is 2 3/4 inches in diameter, and provided with three pointers, the larger of which reads directly in revolutions, being connected directly to the shaft, and which, in turn, drives the units and tens pointers through the medium of two 10:1 reductions. The periphery of the entire dial constitutes

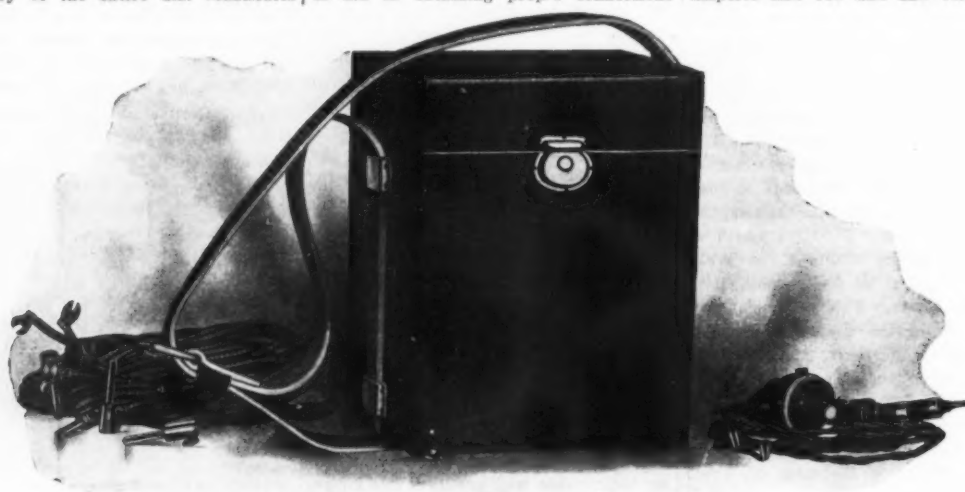
Replace the insulating tube and contact ring and give free end of fuse wire one turn around top of contact ring. Replace contact washer on top of contact ring and screw cap down firmly.

Each calibrator is furnished with a set of current and potential leads. On one end of each of the current leads is a small punched terminal for connection to the binding posts of the calibrator. These terminals are stamped with the distinguishing letters A, B, C and D, to aid in connecting the calibrator in circuit. The other ends of the current leads are provided with cable connectors stamped with the distinguishing letters M, N, R and S, to aid in obtaining proper connections

by loosening the check nut (left-hand thread) with the combination wrench furnished with the calibrator. By holding the gear of the units circle of the register firmly in the fingers of the left hand and rotating the cup backwards the joint may be unscrewed and the entire register disconnected from the rotor. After this has been done the two retaining screws in the register plate and the entire forward section, complete with the register, can be lifted from the frame, permitting the easy removal of the shaft and cup for inspection.

The windings selected as most suitable for meter testing are 1, 2, 5, 10 and 20 amperes and 110 and 220 volts. With

revolution, therefore the relative accuracy of the meter under test is shown by the ratio of the watt-hours registered by the two meters. After the test has once been started it need not be stopped until the



NEW PORTABLE WATTMETER CALIBRATOR.

the tenth circle, and is divided into 10 large divisions, which, in turn, are subdivided into 10 smaller divisions, so that the pointer indications may be easily read to one-hundredth of a revolution. The units and tens circles are within the large circle, the former reading one revolution per division and the latter reading 10 revolutions per division.

The dial is covered by a suitable glass held in place by a spring brass ring.

Directly in front of the dial is located a small knurled thumb-screw, by means of which the rotating element may be raised from the jewel and locked firmly in transportation. Turning this screw to the right raises the rotating element and turning to the left lowers the rotating element. In making the adjustment in either case the screw should be turned to the limit.

The rear section of the top of the calibrator constitutes the terminal plate, to which all connections are made. On this plate are located four current-binding posts, to which the current coils of the calibrator are connected. On this plate are also located plug switches, by means of which the current capacities of the calibrator may be changed. The current coils (two in number) are wound in sections, which may be connected in series or series parallel with the plug switches and in parallel with the plug switches in conjunction with the cable connectors on the current leads. Directly behind the plug switches are located the potential receptacles, one for use on 110 volts and the other for use on 220 volts. These receptacles are provided with caps to prevent dust entering the interior of the calibrator when not in use. On this plate are also two one-ampere fuses to protect the one-ampere winding from possible injury due to improper connections. To renew the fuse, withdraw the fuse plug from the receptacle, unscrew the cap and remove the contact washer and ring and insulating tube, which will give access to the fuse chamber. The new fuse may then be inserted by placing one end under the screw head in the lower end of the fuse chamber.

when changing the current capacity of the calibrator and when connecting to the line. The potential leads are provided with a plug at one end for connection to the calibrator. The other ends of these leads have spring clips for connection to the line. In series with the leads is a pendant snap switch, by means of which the operator controls the shunt circuit and rotation of the calibrator. One of the line connectors of the potential leads and one of the cable connectors of the current leads are stamped plus or minus, and must connect to the same side of the circuit in order to obtain proper rotation of the calibrator.

The top bearing is located in the top plate of the register, and is easily accessible by removing the glass and pointer over the dial. The top bearing may then be readily unscrewed for inspection. The lower bearing consists of a cup diamond jewel mounted in a post set on a carefully-selected spring to take up sudden jars which might be caused by setting down the instrument while the pivot rests on the jewel. The lower end of the shaft is provided with a removable pivot, in order that the lower bearing may be replaced without replacing the entire shaft.

The entire calibrator may be lifted out of the case by removing the screw under the strap in the bottom of the case. The top plate is made of hard rubber in two sections, all of the connections being made on the rear section. This feature permits the removal of the register and rotating element without interfering with the connections. The shaft is made in three sections—the top bearing pivot, the shaft proper and the jewel pivot. The joint of the top bearing pivot and main portion of the shaft is made just below the bottom plate of the register. To take out the rotating element it is first necessary to remove the jewel pivot. This is accomplished by removing the jewel screw and inserting the combination wrench which is furnished with the calibrator and unscrewing the pivot (right-hand thread). The top bearing pivot should next be unscrewed from the main shaft. This is done

these windings meters up to and including 25 amperes, two-wire, either 110 or 220 volts, and up to and including 12 1/2 amperes, three-wire, 220 volts, may be tested. The ampere turns of all the windings are equal, therefore the torque is constant when the meter is operating on a given percentage of full load for any of the different windings.

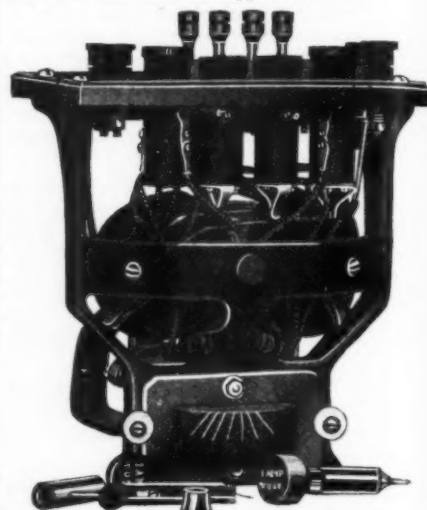
In checking the calibrator the same rules are followed as in testing standard type K meters, with the possible exception of the formula, which, with the constants furnished with the calibrator, becomes:

$3600 \times \text{Rev.} \times \text{Calibrating Constant} \div \text{Seconds} = \text{Watts registered by Calibrator.}$

Each calibrator is furnished with a complete list of calibrating constants (reading in watt-hours per revolution) corresponding to the different capacities.

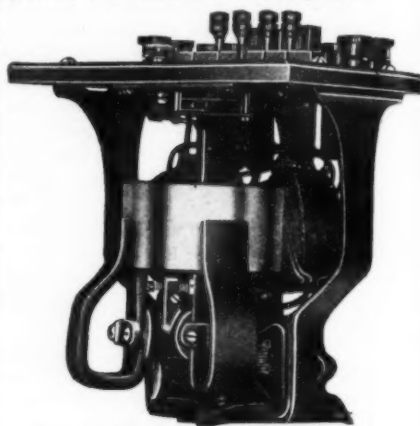
Place the calibrator in a level position and lower the rotor by means of a knurled thumb-screw on the top. The rotor should always be raised in transportation. The current lead terminals stamped A, B, C and D should be connected to correspond with the stamped binding posts on the calibrator, these connections to remain the same for all circuits. The other terminals of the current leads are connected to the meter under test and the line, according to instructions furnished with each calibrator and pasted on the inside of the lid. Different current capacities are obtained by plug switches, which are also fully explained in the instructions.

After making the proper connections for calibrator and meter under test a reading of the dial should be taken. The calibrator should then be started simultaneously with the counting of the revolutions of the meter under test and stopped after the desired number have been taken. The pendant snap switch connected to the potential leads is provided for this purpose. The difference between the first and last reading of the calibrator gives the total number of revolutions. The watt-hours registered by both meters is the product of the revolutions and their respective calibrating constants. These constants being the watt-hours registered per



CALIBRATOR REMOVED FROM CASE.

desired number of revolutions have been taken, as any change in the external circuit affects both the meter and calibrator the same. For the convenience of the operator, each calibrator is accompanied



BACK VIEW OF CALIBRATOR.

with a printed card transforming the calibrating constants marked on cups of standard type K meters to calibrating constants reading in watt-hours per revolution, so they may be used in this formula.

Contract to a Southern Company.

The Maryland Steel Co. of Sparrows Point, Md., it is announced, is the lowest bidder for steel rails, spikes, etc., about to be bought by the Panama Canal Commission, and will probably receive the contract for 4825 tons of steel rails and the splice bars for the same, 2800 kegs of spikes and 125 sets of frogs and switches.

The Maryland Steel Co. has already been awarded a contract by the Canal Commission for three steel barges. They are to be each 123 feet 5 inches long, 31 feet 6 inches beam and 10 feet 6 inches depth of hold. They will be made with bolts instead of rivets, so that they may be "knocked down" for shipment and put together again upon arrival at the Isthmus of Panama.

The company is also preparing to build two seagoing suction dredges for New York harbor. Each will be 290 feet long, 47 1/2 feet wide and 28 feet deep. They are to be propelled and operated by steam.

The Chesapeake Steamship Co., on account of increased traffic, has put its auxiliary steamer Danville in service on the line between Baltimore and Norfolk, but she will not stop at Old Point Comfort. The day steamer Atlanta will, it is announced, be arranged to accommodate 200 additional passengers.

Construction Department

TO OUR READERS!

In order to understand and follow up properly the Construction Department items, please bear in mind the following statements:

EXPLANATORY

The MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ADDRESS FULLY

To insure prompt delivery of communications about items reported in these columns, the name of one or more incorporators of a newly incorporated enterprise should be shown on the letter addressed to that town, or to the town of the individual sought, as may be shown in the item, as sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. This will help to insure prompt delivery of your communication, although it is inevitable that some failures on the part of the postal authorities to deliver mail to new concerns will occur.

WRITE DIRECTLY

It is suggested to advertisers and readers that in communicating with individuals and firms reported in these columns, a letter written specifically about the matter reported is likely to receive quicker and surer attention than a mere circular.

BRIDGES, CULVERTS, VIADUCTS

Belton, Texas.—Bell County Commissioners will not erect steel bridge over Leon river recently incorrectly reported.

Meridian, Miss.—Meridian Street Railway Co. is yet holding under consideration the building of overhead bridge across railroad tracks recently reported to be erected in conjunction with Mobile & Ohio Railroad and Queen & Crescent Route.

Montgomery, Ala.—Montgomery county will consider erection of bridge 80 feet long over Blue creek. Address County Commissioners.

Mooresville, N. C.—James Brown and associates will build toll bridge over the Catawba river, connecting Iredell and Catawba counties, costing about \$15,000.

Richmond, Va.—Richmond & Henrico Railway (formerly Jenkins Rapid Transit System) awarded contract to W. R. Mason to build foundations for viaduct costing about \$10,000. Contract for concrete work on viaduct, as well as roadbed and foundations for engines in the Fulton power-house, will be awarded later.

Richmond, Va.—Henrico and Hanover counties will jointly build bridge. Address County Commissioners of Henrico county at Richmond or of Hanover county at Hanover, Va.

COAL MINES AND COKE OVENS

Bates, Ark.—Harper Coal & Coke Co. incorporated with \$50,000 capital stock by Geo. W. Harper (president), C. P. Wilson and I. R. Packard.

Clarksburg, Ark.—Fremont Stokes and C. H. Langford have sold 2500 acres of coal land to Eastern capitalists.

Fayetteville, W. Va.—Hawkins Land Co. (recently reported incorporated under "Miscellaneous Enterprises" by John Wehrle and others) has taken over coal properties of E. B. Hawkins near Fayetteville comprising about 12,000 acres and will either lease or develop the mines; capital, \$1,000,000.

Jewett, Texas.—Beargrass Coal Co., recently mentioned, has acquired about 3000 acres of lignite and coal lands in Leon county, six miles west of Jewett; will establish plant costing approximately \$50,000; product, about 1000 tons per day, with prospect of increasing to 10,000 tons; constructing engineer, W. G. Bartels, Carlinville, Ill.; president, A. D. Evans; vice-president, W. G. Bartels; treasurer and general manager, H. M. Young; secretary, S. C. Dyer; main office, Hillsboro, Texas.

Lee County, Ky.—Kenvir Coal Co. organized to develop coal mines in Lee county. R. A. Jaynes is president and will establish offices in Knoxville and Bristol, Tenn.; J. L. Manning, Middlesboro, Ky., vice-president and general manager; general offices in Cincinnati, Ohio.

Paintsville, Ky.—Betsy Layne Coal Co. incorporated with \$50,000 capital stock by C. T. Kalbaugh and John C. C. Mayo, both of Paintsville; E. S. Hetchins of Olive Hill, Ky., and others.

White Plains, Ky.—White Plains Coal Mining Co. incorporated with \$30,000 capital stock by B. H. Scott, Brack Owen, W. F. Shain and others to develop coal mines.

Winchester, Va.—Reported that W. A. Crist, Pittsburg, Pa., has purchased 4000 acres of coal lands in Frederick county.

COTTON GINS

Henderson, Tenn.—Henderson Gin Co. incorporated by R. C. Smith, J. Will Gates, N. S. White and others.

Northport, Ala.—Northport Cotton Product Co., recently reported incorporated to gin cotton, manufacture cottonseed products, etc., will erect and equip buildings 40x30 feet at cost of \$6000; daily capacity, 40 bales. In connection with gin will install machinery for mixing guano; machinery purchased; E. J. Durrett, manager.

Oklahoma City, O. T.—Planters' Cotton & Ginning Co. has increased capital stock from \$100,000 to \$150,000.

Sulphur, I. T.—Harrison Gin & Mill Co. incorporated by W. L. and L. C. Harrison and J. Y. Schenck.

Woodford, S. C.—Woodford Gin & Mill Co. incorporated.

ELECTRIC-LIGHT AND POWER PLANTS

Alvin, Texas.—E. N. Sanctuary and Mr. Durland, Galveston, Texas, contemplate establishing electric-light plant in Alvin.

Amherst, Va.—Reported that H. L. Page will organize company to establish plant for furnishing town with electric lights.

Aurora, Mo.—Aurora Light, Power & Refrigerating Co. incorporated with \$50,000 capital stock by J. M. Hawkins, C. K. Gimplerling, Mrs. E. J. Martin and others.

Blue Ridge, Ga.—City will vote November 23 on issuance of \$8000 of bonds for construction of electric-light plant. Address The Mayor.

Buffalo Shoals (not a postoffice), N. C.—Long Island Cotton Mills has capital subscribed for proposed enlargements recently reported, including construction of water-power electrical plant to furnish 500 horsepower. Company has not yet selected engineer in charge and is prepared to consider estimates on the electrical machinery required. Electricity will be transmitted about one and three-quarter miles. Address Geo. H. Brown, secretary-treasurer, Statesville, N. C.*

Canton, Ga.—City has voted \$30,000 of bonds for construction of electric-light plant, etc., recently mentioned. (See item under "Water-Works.") S. T. Worley, Mayor.

Citronelle, Ala.—Citronelle Light & Power Co. is having plans and specifications prepared by E. N. Cunningham, New Orleans, La., for light and power plant recently mentioned. When plans are ready estimates will be asked on machinery and supplies; president, J. A. Shannon; secretary and treasurer, S. E. Shannon; present address, Box 288, Hattiesburg, Miss.*

Columbia, Miss.—Columbia Ice & Power Co., to which franchise was recently reported granted, will establish electric-light plant and ice plant at cost of \$40,000 to \$50,000; will erect frame buildings with iron roof; manager, Lee Elder; present address, Biloxi, Miss.

Elkins, W. Va.—Elkins Power Co., recently reported incorporated, will establish electric-

light and power plant; brick power-house will be erected at cost of \$5000 to \$6000; engines, generators and other machinery to be installed at cost of \$30,000; engineer and architect not yet selected; president, John T. Davis; secretary and manager, N. I. Hall; superintendent, C. C. Bosworth.*

Fredericksburg, Va.—Fredericksburg Water-power Co. will construct concrete dam, reinforced with steel, across the Rappahannock river at a cost of \$60,000. Company has already contracted for cement, stone and other material.

Houston, Texas.—Anderson-Lacy Electric Headlight Co. incorporated with \$10,000 capital stock by H. T. D. Wilson, T. J. Anderson and R. B. Lacy to manufacture electric headlights.

Joplin, Mo.—Joplin & Pittsburg Street Railway Co. will soon award contracts for machinery in connection with proposed electric railway between Joplin and Pittsburg, Mo., distance of 24 miles. It is planned to erect car barn at Joplin and two substations, one at Chitwood, Mo., and other at Ashbury, Mo.; W. O. Hands, Kansas City, Mo., general manager.

Lake City, Fla.—J. D. Callaway is organizing company to build water-power electrical plant for transmitting 15,000 horsepower to surrounding towns.

Oklahoma City, O. T.—Oklahoma Central Interurban Railway, Telegraph, Telephone, Light & Power Co. incorporated with \$5,000,000 capital stock by Leon B. Brown, St. Louis, Mo.; C. D. Freeman, Denver, Col.; B. F. Sharp, Memphis, Tenn.; G. M. Watson, Nevada, Mo., and others; main offices in Oklahoma City and South McAlester, I. T.

Raleigh, N. C.—Agricultural and Mechanical College awarded following contracts in connection with power plant and electric-lighting system: B. MacKenzie, Greensboro, N. C., for heating plant; Alphons Custodis Chimney Construction Co., New York, N. Y., 100-foot chimney; total cost about \$50,000; W. H. Ragan, High Point, N. C., chairman.

Russellville, Ark.—Russellville & Ozark Mountain Traction Co. is inviting proposals for construction of 25-foot masonry and concrete dam across Illinois Bayou near Russellville. Plans and specifications on file in office of Edwin Cook, 401½ Main street, Pine Bluff, Ark., and at office of Brooks & Hays, at Russellville. Dam to be built by day work. (Full details recently mentioned.)

Thomas, O. T.—City will establish electric-light plant in connection with water-works system; building 35x60 feet will be erected; cost of both plants, \$30,000. O'Neil Engineering Co., Dallas, Texas, has charge of construction.

Wauchula, Fla.—Mr. Myers, Plant City, Fla., will apply for franchise to construct electric-light plant.

FOUNDRY AND MACHINE PLANTS

Berkley, Va.—A. Warren, Old Dominion Iron Works will erect foundry and machine shop at Berkley.

Birmingham, Ala.—Quick Unloading Car Chute Co. has been organized by J. E. Brazeal, B. M. Brazeal, Fred M. Jackson and H. E. McCormack to establish plant for manufacturing a chute invented by J. E. Brazeal for unloading railroad cars.

Durham, N. C.—Knot-tying Machinery.—Byrd Manufacturing Co. has been organized with \$60,000 capital stock to manufacture knot-tying machines used in cotton mills. J. Harper Erwin is president and W. J. Griswold secretary-treasurer, both of Durham, and J. H. Webb, Hillsboro, N. C., vice-president.

Jacksonville, Fla.—Operators' Tool Manufacturing Co. incorporated with \$25,000 capital stock to manufacture and deal in tools and implements used by turpentine and naval stores operators. B. G. Lasseter is president, J. A. Ewing vice-president and Lyman E. Wells secretary-treasurer.

Joplin, Mo.—Keller Steam Economizer Co. has been organized and is considering erection of plant to manufacture the Keller feed-water heater, now being made in a local machine shop; John R. Holmes, president; George W. Moore, vice-president, and Fred O. Small, secretary-treasurer. Offices have been established at 304 Bartlett Building, in charge of Guy T. Humes, manager.

Lexington, Tenn.—Lexington Machine Works has purchased two-story building for machine shop; contemplates erection of

36x50-foot annex; will install machinery to cost about \$5000; will engage in manufacture on larger scale of patent adjustable Pitman connection for harvesting machinery; will also conduct general machine and repair shops; Eli Jones, general manager. (Mentioned recently.)*

New River, Fla.—V. E. Sapp will install power punch and shear, trip hammer and band saw in machine shop.*

Oklahoma City, O. T.—Golt Manufacturing Co., recently reported incorporated with \$500,000 capital stock, will establish plant for the manufacture of steel dumping bodies for converting work wagons to dump wagons; adaptable to dump wagons, carts and cars and to concrete-mixers and carts; patented by W. R. Golt; company will erect factory building 150x250 feet at approximate cost of \$20,000; W. R. Golt, general manager and president; L. B. Taylor, secretary-treasurer.

Salisbury, N. C.—Lexington Metal Co., W. A. Anthony, manager, Lexington, N. C., will erect plant at Fulton Heights, near Salisbury.

Wheeling, W. Va.—Wheeling Flexible Ladder Co. incorporated with \$100,000 capital stock by M. C. Handlan, John J. P. O'Brien, C. K. Brady and others to manufacture flexible-iron ladders and fire escapes.

ICE AND COLD-STORAGE PLANTS

Albany, Ga.—Planters' Oil Co. contemplates installing ice plant, to be operated in connection with oil plant.*

Alvin, Texas.—E. N. Sanctuary and Mr. Durland, Galveston, Texas, contemplate establishing ice plant in Alvin.

Argenta, Ark.—Argenta Ice, Cold-Storage & Fuel Co., recently reported incorporated with \$50,000 capital stock, will establish 50-ton ice plant; buildings of frame, concrete and steel construction will be erected at cost of \$6000 to \$8000; president, Dr. H. S. White; manager, N. S. Goodwin.*

Aurora, Mo.—Aurora Light, Power & Refrigerating Co. incorporated by J. M. Hawkins and others. (See item under "Electric-Light and Power Plants.")

Brambleton (not a postoffice), Va.—Louis Feuerstein, Norfolk, Va., has purchased at \$26,000 the Citizens' and Hygela ice plants in Brambleton. It is understood that company will be organized to operate the plants.

Columbia, Miss.—Columbia Ice & Power Co. will erect ice plant recently mentioned in connection with electric-light plant; frame building with iron roof will be erected at cost of \$10,000 to \$50,000 for buildings and machinery for both plants; manager, Lee Elder; present address, Biloxi, Miss.

Dalton, Ga.—A. E. White, Chattahoochee, Tenn., is reported as promoting organization of company to establish ice factory at Dalton.

Dalton, Ga.—A. E. White of Dalton and H. T. Huson, Covington, Ga., contemplate establishing ice factory.

Hattiesburg, Miss.—Reported that C. E. Neely and C. A. Bowman of St. Louis, Mo.; Dan Gillman, Millview, Miss., and Frank McClure and George Derickson of Hattiesburg will establish 50-ton ice plant.

Magnolia, Ark.—Standard Ice & Light Co. organized with \$25,000 capital stock by R. L. Moore, J. O. Hutcheson, J. L. Davis and others.

Mexia, Texas.—J. E. Kelly will establish ice plant, investing about \$25,000. Cement building-block machine will be installed and buildings will be erected of this material. Machinery is said to be ordered.

Welch, W. Va.—J. M. McCoach Company, Huntington, W. Va., will establish ice and cold-storage plant in Welch, investing about \$35,000. Company will be incorporated with \$50,000 capital stock in which I. J. Rodes, R. B. Bernheim and others of Welch will be interested.

IRON AND STEEL PLANTS

Anniston, Ala.—Western Steel Car & Foundry Co. is reported as planning to manufacture steel cars.

Gadsden, Ala.—Alabama Consolidated Coal & Iron Co. expects to blow in furnace at Gadsden and at Ironaton during October; general offices at Birmingham, Ala.; New York office at 74 Broadway.

Guthrie, O. T.—Baird Railway Steel Tie Co. incorporated with \$50,000 capital stock by J. Wale Butterfield, Fletcher, O. T.; Archie M. Baird and E. D. Coon, both of Topeka, Kan.

LUMBER-MANUFACTURING PLANTS

Alabama.—Frank Ledyard, James Francis Hughes and Erskine Hyde, New York, N. Y.; William Pittcain, Chicago, Ill., and F. Gerst Bacon, Buffalo, N. Y., representing a syndicate, are reported to purchase 40,000 acres of timber land in Southern Alabama at about \$250,000. It is planned first to extract turpentine from trees and then establish sawmills for cutting into lumber.

Alexandria, La.—Joseph Friedlaender, Box 530, may be addressed for information in regard to establishment of hardwood mill recently mentioned, plans for which are yet undecided.

Blytheville, Ark.—Adams Lumber Co. incorporated with \$5000 capital stock by W. R. Adams (president), Herron Cross and R. C. Prather.

Citronelle, Ala.—Citronelle Planing Mill Co., recently reported incorporated with R. L. Scott, president and general manager, will establish planing mill for production of dressed lumber of all kinds; capacity 20,000 feet daily, with prospect of doubling output; buildings to be erected include stock sheds, 40x80 feet; planer, 40x80 feet; drykiln, 20x88 feet; boiler-room, 14x44 feet; cost of buildings \$3000; cost of machinery \$5500; machinery purchased.

Dearborn, Texas.—McShane Lumber Co., Beaumont, Texas, has purchased 1000 acres of timber land in Hardin county, which will supply its mill at Dearborn with several million feet of lumber.

Dilolo, Ark.—Parker Lumber Co. incorporated with \$15,000 capital stock by J. H. Parker (president), H. L. Berg and Ola Pryor.

Fayette County, W. Va.—Holley & Stephenson, Charleston, W. Va., have purchased timber rights on the Foulke estate, comprising about 8100 acres, located in Fayette, Nicholas and Greenbrier counties. Surface and mineral rights have been retained by the Foulke heirs. Survey is being made by Henry Gentry.

Florida.—Reported that Pope & Co., New York, N. Y., have purchased at \$300,000 about 40,000 acres of timber land in Southern Florida for development, planning to establish sawmills which will cut the trees into lumber after the turpentine has been extracted.

Fullerton (not a postoffice), La.—Gulf Lumber Co. of Beaumont, Texas, which controls 140,000 acres of timber land in Calcasieu parish, is proceeding with erection of two sawmills having a combined capacity of between 350,000 and 400,000 feet every 10 hours. Mills will be constructed of steel and concrete on solid concrete foundation, each 425x70 feet; planer will be operated in connection; powerhouse, equipped with 24 boilers. Plant will have two nine-foot double-band saws and one 52-inch gang saw, with necessary driving machinery, including 35 electric motors of 1500 horse-power each. Electric-lighting plant will furnish about 3000 lamps for mill operatives' dwellings and plant. Company is also engaged in laying out new townsite of Fullerton, where complete sewerage system, water-works and electric-light plant will be installed. (Previously reported under Cravena, La.) S. H. Fullerton of St. Louis, Mo., is president; George U. Borde, Hibernia Bank Building, New Orleans, La., is engineer in charge.*

Hawkins County, Tenn.—Snodgrass & Field, Chattanooga, Tenn., have purchased between 1200 and 1500 acres of timber land in Hawkins and other counties, about 20,000,000 feet of the timber being accessible to the Clinch river.

Houston, Texas.—Houston Wholesale Lumber Co. incorporated with \$5000 capital stock by F. E. Pye, L. M. Matthews, Henry S. Fox and others.

Houston, Texas.—Dixie Lumber Co., recently reported incorporated with \$12,000 capital stock to establish sawmill, has elected W. C. Corbett president and G. W. Graham secretary-treasurer.

Kingsville, Texas.—Kingsville Lumber Co. incorporated with \$20,000 capital stock by Robert J. Kleberg, Charles H. Flato, Jr., and Cesar Kleberg.

Latta, S. C.—Pee Dee Lumber Co. incorporated with \$50,000 capital stock; R. J. Dev, president; T. W. Berry, vice-president, and H. A. Bethen, secretary-treasurer.

Laurel, Miss.—Carter-Turner Lumber Co., recently reported incorporated, will engage in the production of yellow-pine lumber; officers, W. S. Carter, R. V. Turner and F. L. Tully.

Leeds, Ala.—W. B. Lawley is reported as contemplating erection of drykilns. Sawmill, commissary, stables, etc., are nearing completion.

Martinsburg, W. Va.—Sutton Stave & Lumber Co. incorporated with \$10,000 capital stock by Alex. and John N. Parks, both of Martinsburg; John D. and F. O. Sutton, both of Sutton, W. Va., and J. C. Remage, Clarksburg, W. Va.

Memphis, Tenn.—C. D. Bridges & Co. incorporated with \$25,000 capital stock; C. D. Bridges, president; E. E. Whitner, vice-president, and S. B. Young, secretary-treasurer.

Minden, La.—Union Lumber Co. incorporated with \$10,000 capital stock; E. L. Stewart, president; Zack Martin, vice-president, and A. D. Turner, secretary-treasurer.

Nashville, Tenn.—Slyco Lumber Co. has changed name to Conasauga Lumber Co. and increased capital stock from \$160,000 to \$250,000.

Newnan, Ga.—W. S. Askew has rebuilt drykiln recently reported burned.

Norfolk, Va.—Norfolk County Real Estate & Lumber Co. incorporated with \$5000 capital stock; S. B. Bragg, president; G. T. Elliot, vice-president, and S. C. Mauck, secretary-treasurer.

Parkersburg, W. Va.—Smith-St. John Lumber Co. incorporated with \$500,000 capital stock by R. M. Smith, J. H. P. Smith, J. C. West and others.

Pembroke, Va.—Potts Valley Lumber Co. incorporated with \$25,000 capital stock; S. S. Lafore, president; F. F. Williams, secretary-treasurer.

Pretoria, Ga.—Red Cypress Lumber Co., W. W. Gordon, Jr., president, will rebuild sawmill recently reported burned; circular mill; capacity, 30,000 feet daily; pine lumber; engineer, J. K. Pray.

Raymondville, Texas.—Raymondville Lumber Co. incorporated with \$8000 capital stock by Ed B. Raymond, John G. Kenn and Chas. H. Flato, Jr.

Rosenberg, Texas.—Fort Bend Lumber Co. incorporated with \$15,000 capital stock by J. S. Means, Chester Marston, James F. Helms and others.

Sarita, Texas.—Sarita Lumber Co. incorporated with \$6000 capital stock by John G. Kennedy, Robert J. Kleberg and Charles H. Flato, Jr.

Savannah, Ga.—P. L. Bailey has purchased 1500 acres of timber land and will establish sawmill for development, investing about \$50,000.

Smith's Ferry (P. O. Berkson), Miss.—S. E. Walker and M. W. Watkins of Prentiss will establish planing mill.

Starke, Fla.—Townsend Lumber Co. incorporated with S. E. Townsend of Starke, president; George H. May, Jacksonville, Fla., vice-president, and T. W. Ellerby, Ellabell, Ga., secretary-treasurer. Company has leased 56,000 acres of timber land near Starke and completed erection of sawmill with daily capacity of 40,000 feet. (Previously mentioned.)

Wendell, N. C.—Wendell Lumber Co. incorporated with \$25,000 capital stock by M. O. Griffin, E. B. Christmas and J. F. White.

MINING

Alba, Mo.—Crescent Ore, Oil & Gas Co. incorporated with \$100,000 capital stock by W. S. Vernon and others. (See item under "Miscellaneous Enterprises.")

Aurora, Mo.—Morris Mining & Milling Co. incorporated with \$100,000 capital stock by Alexander B. Whitman, John W. Hale and Fred Bannerlight.

Charlotte, N. C.—St. Catherine-Rudsell Gold Mine Co., operating gold mines near Charlotte, will install stamp mills; offices in Philadelphia, Pa.

Floyd, Va.—Louis Straus & Co. have purchased the Toncray copper mines near Floyd, and, according to terms of lease, will prosecute development and smelting up to 20,000 tons. Company has completed construction of tramways from hoisting shaft to smelter and begun erection of smelter with daily capacity of 40 tons.

Franklin, Tenn.—Reported that E. M. Perkins will develop phosphate deposits.

Gastonia, N. C.—Captain Vincent, manager Lawton barytes mine at Crowders Mountain, will soon begin mining barytes.

Gold Hill, N. C.—The Whitney Company of Whitney, N. C., is reported as preparing to undertake the continuance of mining at the Gold Hill and Russell gold mines in Montgomery county, intending to ship the product, low-grade ores, to stamp mills in New Jersey; John S. Henderson, local representative, at Salisbury, N. C.; George I. Whitney of Pittsburg, Pa., president.

Granite, O. T.—New State Granite Co. incorporated with \$50,000 capital stock by K. C. Cox and R. G. Sandridge, both of Gran-

ite; R. J. Hamilton, Eureka Springs, Ark., and R. M. White, Abilene, Kan.

Granite Quarry, N. C.—The Whitney Company of Whitney, N. C., is understood to have decided to continue the quarrying of granite at its plant where stone has been obtained for the construction of its big dam on the Yadkin river; John S. Henderson, local representative, at Salisbury, N. C.; George I. Whitney of Pittsburg, Pa., president.

Lexington, Ky.—Jensamine County Barytes Co., Nicholasville, Ky., is securing options on barytes properties in Fayette county and will probably establish mill in Lexington.

Marriottsville, Md.—Steatite Corporation has been incorporated with capital stock of \$300,000 to mine soapstone and make soapstone products; has about 165 acres of land one mile from Marriottsville, containing deposits of soapstone, and all machinery has been purchased for an initial capacity of 5000 square feet daily from the saws and 40 to 50 tons daily from the grinding mills; officers of company, Reuben S. Baldwin, president; Kenneth H. Ferguson, vice-president; Robert N. Hanna, treasurer; Maurice De Levante, secretary, and Charles A. Williams, general manager. The Soapstone Products Co., a sub-corporation, has been formed by the same officers for marketing the products of the quarries; offices at 923 Equitable Building, Baltimore, Md.

Montgomery, Ala.—Janney Mining & Development Co. incorporated by A. J. Tarvin, A. A. Janney, Jr., and Edward S. Watts.

Mount Airy, N. C.—Brower & Midkiff are reported to develop gold mines.

Mountain Park, O. T.—Home Mining & Milling Co. incorporated with \$500,000 capital stock by P. J. Stegaert, M. R. Dungan, Joe Packham and others.

St. Louis, Mo.—Gorg-Crowe Mining Co. incorporated with \$20,000 capital stock by A. J. Gorg and A. A. Vitt, both of Union, Mo.; J. T. Crowe, Beaufort, Mo., and others.

Wolf Rock (not a postoffice), N. C.—Wolf Rock Granite Co., previously reported incorporated with \$400,000 capital stock, has purchased granite properties in Wilkes and Alleghany counties at a cost of \$175,000 and will undertake development; G. W. Hinshaw, Winston-Salem, N. C., president.

MISCELLANEOUS ENTERPRISES

Alba, Mo.—Oil and Gas Wells.—Crescent Ore, Oil & Gas Co. incorporated with \$100,000 capital stock by W. S. Vernon, W. T. Bird, George Hardy and others.

Alexandria, La.—Land Improvement.—Kent Company, incorporated with \$100,000 capital stock, purchased Kent plantation on Bayou Rapides, which it will divide into town lots and probably improve by construction of water-works, levee system, light plants, etc. A. Albert is president, William M. Cody first vice-president, Ben Well second vice-president and Roy Albert secretary-treasurer.

Apex, N. C.—Printing Plant.—Progressive Printing Co. incorporated with \$30,000 capital stock by J. T. Lea, R. J. Bolling, R. C. Sears and others.

Argenta, Ark.—Drainage.—Crescent Construction Co. has contract at \$86,061.55 for draining Dark Hollow. Work will begin November 6 and be completed by May 6, 1908; C. T. Coffman, County Judge.

Atlanta, Ga.—Construction.—Piedmont Construction Co. incorporated with \$6000 capital stock by M. M. Ekan, Maurice W. Thomas and R. B. Tufts.

Atlanta, Ga.—Construction.—Griffin Construction Co. incorporated with \$10,000 capital stock by W. R. Griffin, R. E. Plowden and J. W. Casey.

Atlanta, Ga.—Building Company.—Acme Building Co. incorporated with \$10,000 and privilege of increasing to \$100,000 by Peter F. Clarke, J. G. St. Amand and George Westmoreland.

Baltimore, Md.—Real Estate.—Baltimore Realty Improvement Co., 519 North Charles street, has been incorporated with capital stock of \$10,000 to deal in real estate by Watson B. Miller, Edgar K. Young, Francis K. Nelson, William L. Brown and Ross A. Parrish.

Baltimore, Md.—Oyster-packing Plant.—R. E. Roberts Company, 2009 Aliceanna street, incorporated with capital stock of \$15,000 to conduct oyster-packing plant by Wm. H. Roberts, Jacob W. Hann, Wm. M. Follin, Samuel H. Roberts and Wm. A. Wheatley.

Baltimore, Md.—Steamboat Line.—Agricultural Commercial Storage Co., Philip U. Harvey, president, American Building, has increased its capital stock from \$60,000 to \$500,000. The company is about to inaugurate line of steamboats between Baltimore and Eastern Shore of Maryland and conduct a general forwarding and storage business.

Beaumont, Texas.—Oil Wells.—Big Five Oil Co. incorporated with \$15,000 capital stock by E. B. Baldwin, W. B. Tucker and M. J. Bass.

Beaumont, Texas.—Oil Wells.—Ras Oil Co. incorporated with \$3000 capital stock by L. Solinsky, T. C. King, E. A. Coward and Ras Landry.

Birmingham, Ala.—Land Improvement.—Lakeview South Highlands Land Co. incorporated with \$25,000 capital stock. A. J. Pritchard is president and Joe Loveman vice-president.

Bristol, Tenn.—Printing Plant.—King Printing Co. has applied for new charter; will increase capital stock to \$25,000 and install improved machinery. P. M. Cody and H. F. Lewis will erect three-story brick-and-stone building 42x150 feet and the company has leased first two stories of the structure, or 12,000 feet of floor space.

Brownsville, Texas.—Irrigation.—Swanson & Co., composed of A. C. Swanson and E. F. Rowson, will develop about 8000 acres of land on the Rio Grande river, about four miles from Brownsville. It is proposed to establish an irrigation plant at a cost of between \$40,000 and \$50,000 and divide the land into small farms devoted to the culture of cane, cotton and corn; T. J. Mahaffey, Houston, Texas, engineer in charge.

Burlington, N. C.—Publishing.—State Dispatch Publishing Co. incorporated with \$50,000 capital stock by John R. Hoffman, S. A. Horne, Thomas F. Coble and others.

Garysburg, N. C.—Telephone System.—Farmers' Mutual Telephone Co. incorporated with \$25,000 capital stock by W. H. Joyner, J. E. Sultes, J. W. Crew and others.

Campbellsville, Ky.—Laundry.—Campbellsville Steam Laundry Co., recently reported incorporated, will build laundry 30x90 feet, with engine-room separate. Ed Hill is president and H. L. Ramsay secretary and treasurer.

Catlettsburg, Ky.—Retaining Walls.—Dr. M. G. Watson, Louisville, Ky., has contract for Government to build retaining walls from Catlettsburg to mouth of river.

Caton Heights (not a postoffice), Md.—Suburban Development.—Daniel E. and John C. Leonard and Victor G. Bloede have purchased 72 acres of land adjoining the Leonard tract of 56 acres, now owned, making a total area of 128 acres. It is planned to incorporate company to develop the property, which will be known as Caton Heights. Tract is being subdivided by Thomas Disney, 2225 East Pratt street, Baltimore, Md., into avenues, streets and building lots. Offices of Messrs. Leonard in Builders' Exchange Building, Charles and Lexington streets.

Clinton, O. T.—Compress.—Tennessee-Oklahoma Compress Co. incorporated with \$200,000 capital stock by C. G. and A. J. Welch, both of Clinton; J. Williams Young, Jr., Fayetteville, Tenn., and others.

Columbia, S. C.—Telephone System.—Carolina Telephone Co. incorporated with \$25,000 capital stock. S. A. Agnew is president and J. R. Fitts secretary-treasurer.

Crowley, La.—Oil Pipe Line.—Reported the Louisiana Oil Co., J. S. Cullinan, president, has completed purchase of entire holdings of the Texas Company in Louisiana at \$180,000 and of the Phoenix Pipe Line Co. at \$65,000. Properties of the Texas Company include about 40 miles of pipe line running from Evangeline to Lake Charles and branch lines; storage tanks in Lake Charles, Jennings, Evangeline and other points along the pipe line; complete telegraph and telephone systems on line and all franchises. Phoenix Pipe Line Co.'s property includes about five miles of pipe line from the Jennings oil field to Mermentau, which supplies the Southern Pacific system with fuel oil, together with storage plants at Evangeline and Mermentau.

Due West, S. C.—Laundry.—D. S. Edwards is interested in establishment of steam laundry.

Fairfax, O. T.—Grain Company.—Osage Grain Co. incorporated with \$20,000 capital stock by Thomas F. McGraw, Jesse H. McNabb and James M. Moody.

Fort Howard, Md.—Land Reclamation.—Maryland Dredging & Contracting Co., Fidelity Building, Baltimore, Md., has contract to fill in marsh land on Government reservation at Fort Howard, requiring between 200,000 and 300,000 cubic yards of material.

Fort Worth, Texas.—Grain Elevator.—Stock company is being formed to erect grain elevator recently mentioned; capacity, about 1,000,000 bushels. Secretary Chamber of Commerce may be addressed.

Gadsden, Ala.—Dredging and Sand Company.—Luke Mitchell, Rome, Ga., and associates contemplate erecting tipple and dredg-

ing sand by means of centrifugal pumps from Coosa river; sand will be used for building purposes.

Hardinsburg, Ky.—Grain Elevator.—T. J. Hook has completed his grain elevator; capacity, 25,000 bushels.

Hidalgo County, Texas.—Irrigation.—J. C. McDowell, Pittsburg, Pa.; W. S. Davidson, Clyde Fletcher, Mrs. Orlean Ferguson, W. H. Turner and others, all of Beaumont, Texas, have purchased 8000 acres of land in Hidalgo county and propose to establish plant which will irrigate the 8000 acres and 12,000 acres owned by the La Blanca Agricultural Co. Purchasers also contemplate to establish sugar mill, investing about \$200,000.

Hopkinsville, Ky.—Telephone System.—Cumberland Telephone & Telegraph Co. (main offices Nashville, Tenn.) has increased capital stock from \$20,000.00 to \$30,000.00; official residence will be removed from Hopkinsville to Louisville, Ky. (Previously mentioned.)

Lexington, Texas.—Cotton Compress.—Lexington Cotton Compress Co. incorporated with \$10,000 capital stock by Raschke & Raschke and Kretza Konzelman & Rutland. H. C. Raschke will be manager.

Little Rock, Ark.—Steam-heating Plant.—Board of Public Affairs awarded contract to M. B. Sanders at \$4198 for erection of steam-heating plant.

Madison, Tenn.—Building Company.—Madison Building Co. incorporated with \$33,000 capital stock by George E. Pettey, W. C. Paul, H. H. Bonner and others.

Mangum, O. T.—Oil and Gas Wells.—Southern Gas & Oil Co. incorporated with \$200,000 capital stock by J. A. Trotter and T. P. Clay of Mangum; K. C. Cox and D. T. Johnston, Granite, O. T.

Memphis, Tenn.—Grain Elevator.—Webb & Maury, composed of Walter Webb and H. H. Maury, have concluded purchase of Merchants' Grain Elevator and Warehouse; purchase price \$60,000. This plant will be combined with new buildings to be erected at once on site of elevator reported burned in August at a loss of \$60,000. Firm also contemplates erection of warehouses. Storage capacity of completed plant will be about 300,000 bushels of grain in bulk and package with handling capacity of 75 to 100 carloads daily. Plans are now being prepared for enlarging and remodeling buildings purchased and for new structures to be erected; offices at 90 Front street.

Miles Station, Texas.—Printing.—Miles Printing Co. incorporated with \$3500 capital stock by J. W. Hinkale, F. G. Rogers, L. S. Lawhon and others.

Mount Vernon Springs, N. C.—Mineral Water.—Mount Vernon Mineral Water Co. incorporated with \$50,000 capital stock by E. H. Foust, C. A. Bray and J. P. Saunders.

New Orleans, La.—Levee Construction.—Board of State Engineers, Cotton Exchange Building, New Orleans, has awarded following contracts for levee work: Donauva & Daley at 26.40 cents per cubic yard for Ashtabula plantation to Pilcher's Landing levee, 22 miles above Lake Providence, La., containing about 145,000 cubic yards; A. E. Parker at 21.90 cents per cubic yard for Lauderdale levee, nine miles from Donaldsonville, La., containing about 70,000 yards of earth, and at 22.90 cents for St. Louis levee, 11 miles below Donaldsonville, containing about 50,000 yards of earth; Chas. J. Martin at 17.47 cents per cubic yard for Dixie levee and at 24 cents per cubic yard for Wilson's to Smith levee; Cameron & White at 23 cents per cubic yard for Nestor canal levee. Bids for following levees have been rejected: Arkansas line to Ashtabula plantation levee, Bohemia levee and Point Pleasant levee.

Norfolk, Va.—Construction.—Hayden & Melick Construction Co. incorporated with \$15,000 capital stock; D. H. Hayden, president; E. T. Gwathmey, vice-president, and N. A. Melick, secretary-treasurer.

Oklahoma City, O. T.—Telegraph and Telephone Systems.—Oklahoma Central Interurban Railway, Telegraph, Telephone, Light & Power Co. incorporated with \$5,000,000 capital stock by Leon B. Brown, St. Louis, Mo., and others. (See item under "Miscellaneous Enterprises.")

Pensacola, Fla.—Paint Shop and Locomotive Shed.—Bureau of Yards and Docks, Navy Department, Washington, D. C., has awarded contract at \$29,600 to H. A. Bishop, 218 LaSalle street, Chicago, Ill., for construction of paint shop and locomotive shed.

Port Lavaca, Texas.—Vaca-Tesla Water Co. has been organized with \$25,000 capital stock to furnish artesian mineral water. Company will also consider erection of sanitarium hotel; R. H. Haynes, president; W. J. Lowe, vice-president, and C. T. Sanders, secretary-treasurer.

Richmond, Va.—Land Improvement.—Ches-terfield Land Co. incorporated with \$15,000 capital stock; H. C. Yetter, president; A. E. Harris, secretary, and W. A. Jacob, treasurer.

Ridgely, O. T.—Telephone System.—Ridgely Telephone Co. incorporated by James R. George, J. F. Wakefield, John W. Spencer, Paul B. Hughes and others.

Roslyn, Va.—Land Improvement.—Great Falls & Old Dominion Land Co. incorporated with \$100,000 capital stock. Company controls about 2000 acres of land in Alexandria and Fairfax counties, Virginia, which has been subdivided, and is now engaged in the manufacture of cement blocks and erection of residences; H. A. Pressey, president, and J. W. Craig, secretary-treasurer, both of Washington, D. C. Company is represented in Washington, D. C., by Craig & Royce, offices in the Hibbs Building.

San Antonio, Texas.—Oil Wells.—Medina Oil Co. incorporated with \$10,000 capital stock by S. C. Bell, L. L. Scanling, W. A. King and others.

San Saba, Texas.—Irrigation.—S. M. Scott, Port Lavaca, Texas, representing Eastern capitalists, is perfecting plans to organize company which will irrigate at first about 20,000 acres of land, expending about \$500,000. Later the acreage will probably be doubled.

Sewells Point, Va.—Land Improvement.—Glenwood Park Corporation incorporated with \$50,000 capital stock. Company has secured 63 acres of land, which will be developed as residence section, improvements to include grading and paving. Dr. J. E. Rawls, Suffolk, Va., is president; E. W. Wolcott, Norfolk, Va., first vice-president; E. K. Zirkle, treasurer, and R. F. Tynon, secretary, both of Norfolk, Va.

St. Louis, Mo.—Building Company.—Gratiot Building Co. incorporated with \$15,000 capital stock by Charles B. Gratiot, Henry T. and Paul B. Gratiot.

St. Louis, Mo.—Contracting.—Germania Construction & Building Co. incorporated by Heinrich von Heinrichshofen, Herman Henning and Benjamin Jones.

St. Louis, Mo.—Blacksmithy.—Ed. Butler & Son Horseshoeing Co. incorporated with \$20,000 capital stock by Ed. Butler, William C. Manahan, Mary M. O'Connor and others.

St. Louis, Mo.—Printing Plant.—Little & Becker Printing Co. incorporated with \$30,000 capital stock by William H. Little, Benjamin F. Becker, John L. Stoppe and others.

St. Louis, Mo.—Grain and Elevator Company.—Western Grain & Elevator Co. incorporated with \$30,000 capital stock by C. E. Miller, F. A. Miller and G. A. Buder.

St. Louis, Mo.—Construction.—Clinton W. Watson Construction Co. incorporated with \$15,000 capital stock by Rolla S. Watson, Ludlow Maury and Clinton W. Watson.

St. Louis, Mo.—Hardware.—Laclede Hardware Co. incorporated with \$3000 capital stock by Joseph G. Dill, Ferd Thuman and Edmund E. Manahan.

Temple, O. T.—Telephone System.—Temple, Randlett & Eschitt Telephone Co. incorporated with \$24,000 capital stock by J. W. Adair, Sr., V. L. Adair, J. L. Little and others.

Thorp Spring, Texas.—Park.—Randolph Clark, Add-Ran-Jarvis College, Granbury, Texas, is interested in plans to locate park at Thorp Spring, expending about \$25,000. It is proposed to dam Stroud's creek and construct lake one mile long.

Waco, Texas.—Garbage Crematory.—City awarded contract to Dixon Engineering & Construction Co., Toledo, Ohio, for construction of garbage crematory recently mentioned. Corrugated-iron and concrete building will be erected at cost of about \$3000; machinery to be installed to cost \$7500.

Wallace, N. C.—Hardware.—Powell Hardware Co. incorporated with \$10,000 capital stock by Henry Farrior, Jacob Powell and John Powell.

Washington, N. C.—Drug Company.—Beaufort Drug Co. incorporated with \$100,000 capital stock by C. S. Chamberlain, S. T. Nicholson and J. L. Nicholson.

Wheeling, W. Va.—Housecleaning.—Sanitary Dust Removing Co. incorporated with \$25,000 capital stock by O. A. Staitler, Elgie Myers, W. A. Ward and others.

Winchester, Ky.—Refinery.—Indian Refining Co., Georgetown, Ky., contemplates establishing distributing plant in Winchester.

MISCELLANEOUS MANUFACTURING PLANTS

Atlanta, Ga.—Medicine Factory.—Georgia Pine Extract Co. incorporated with \$30,000 and privilege of increasing to \$100,000 by George F. Payne and Lee McLendon.

Atlanta, Ga.—Novelty Manufacturing.—The Right Specialty Co. incorporated with \$10,000 capital stock and privilege of increasing to \$100,000 to purchase patents and manufacture novelties by Matthew Harper and J. Linton Moore.

Augusta, Ga.—Cottonseed-oil Mill.—Reported that the American Cotton Oil Co., 27 Beaver street, New York city, contemplates erecting 20,000-gallon oil tank in Augusta and will receive proposals at Columbia, S. C., on October 9.

Baltimore, Md.—Terra-cotta Plant.—Maryland Terra-Cotta Co., manufacturer of architectural terra-cotta, Wilcombe and Clare streets, has purchased lot adjoining its plant for future extension.

Baltimore, Md.—Trunk Factory.—C. J. Dunn Company, trunk manufacturer, 321 North Calvert street, recently reported as having leased 8500 square feet in building on Oliver street near Greenmount avenue for trunk factory, will have initial output of 180 trunks daily. Machinery not as yet purchased.

Baltimore, Md.—Chemical Plant.—Straus Chemical Co., 1706-1714 McHenry street, recently reported incorporated, has elected Joseph H. Straus president and Henry P. Straus treasurer and manager. Special chemicals for the textile industry, etc., will be manufactured.

Brownsville, Texas.—Rice Mill.—J. C. McDowell, Pittsburg, Pa., has purchased 50,000 acres of rice land near Brownsville. Company will be incorporated with \$600,000 capital stock to construct canal 30 miles long and establish rice mill.

Brownwood, Texas.—Brick Plant.—L. E. Bennett, Millsap, Texas, has secured tract of land containing shale deposits and will establish brick plant with daily capacity of 20,000 bricks. Tramway will be constructed.

Carrollton, Ky.—Candy Manufacturing.—James Delane is secretary of company now being organized to manufacture candy.*

Charleston, S. C.—Evaporating Plant.—E. P. Verner, associate chemist Parker Laboratory, is interested in contemplated establishment of plant for evaporating fruits and vegetables.*

Charlotte, N. C.—Cottonseed-oil Mill.—American Cotton Oil Co., 27 Beaver street, New York city, is reported as contemplating erection of 20,000-gallon oil tank in Charlotte and to open bids at Columbia, S. C., on October 9.

Charlotte, N. C.—Concrete Cement-block Factory.—Charlotte Concrete Cement Block Co. has been organized to manufacture concrete cement blocks and other kinds of building materials; T. J. Gattis, manager.

Chickasha, I. T.—Packing Plant.—A. Zahn & Son, Atchison, Kan., contemplates establishing packing plant in Chickasha; capital stock \$50,000.

Columbia, S. C.—Cottonseed-oil Mill.—American Cotton Oil Co., 27 Beaver street, New York city, is said to be considering erection of 20,000-gallon oil tank in Columbia and to open bids on October 9.

Columbus, Ga.—Mail-box Manufacturing.—Rural Automatic Mail Box Co. incorporated with \$75,000 capital stock to manufacture and deal in automatic mail boxes by A. C. Chancellor, H. M. Thomas, S. T. Whitaker and others.

Crisfield, Md.—Bakery.—J. D. Stubbins will rebuild bakery recently reported burned; details of building not decided.

Dallas, Texas.—Paper-box Factory.—Newton-Stopple Paper Box Co., recently reported incorporated, succeeds Parker-Newton Paper Box Co.; manufactures paper boxes; J. J. Stopple, president; E. H. Newton, vice-president and general manager.

Dallas, Texas.—Manufacturing.—Boedecker Manufacturing Co. incorporated with \$75,000 capital stock by F. W. Boedecker, J. A. Smith and George L. Boedecker.

Durham, N. C.—Byrd Manufacturing Co. incorporated with \$125,000 capital stock by B. E. Byrd to manufacture patented articles.

Elk City (P. O. Busch), O. T.—Mill and Elevator.—Elk City Mill & Elevator Co. incorporated with \$25,000 capital stock by E. A. Wells, Will D. Hawkins and E. Turner.

El Paso, Texas.—Southwestern Portland Cement Co. has engaged the Cement Engineering Co. of Los Angeles, Cal., as engineer and architect in charge of constructing and equipping proposed plant, as reported recently. Buildings will be erected of structural steel, costing about \$150,000, and the machinery will have a daily capacity of 1400 barrels of cement. C. Leonhardt of Los Angeles is president, and A. Courchesne of El Paso manager of the Southwestern Portland Cement Co. (Organization of company and general plans reported by Manufacturers' Record some months ago.)*

Fulton, Ky.—Tobacco Factory.—Fields-Hamlett Tobacco Co. incorporated with \$5000 capital stock by Smith Fields, W. T. Hamlett and U. S. Thacker.

Gloster, Miss.—Cottonseed-oil Mill.—Gloster Oil Co., recently reported incorporated with \$25,000 capital stock, has acquired mill already built; machinery is installed and mill will be in operation this week; two-press mill, 40 tons daily capacity.

Greenville, S. C.—Cottonseed-oil Mills.—Wilmington Oil Mills has elected John A. Hudgens president and treasurer, W. A. Simpson vice-president and R. E. Tollison secretary. (Company was recently reported incorporated with \$50,000 capital stock and as having taken over oil mills at Peizer, Piedmont and Williamston, S. C.)

Hallettsville, Texas.—Creamery.—Mr. Lacey, Rock Island, Texas, is reported as contemplating establishment of creamery at Hallettsville.

Halls, Tenn.—Milling.—Halls Milling Co. incorporated with \$100,000 capital stock by Samuel Young, J. W. Carrough, H. C. Strongham and others.

Hardinsburg, Ky.—Cannery.—C. L. Beaud is interested in cannery recently reported incorporated. (August mention incorrect.)

Johnston, S. C.—Cottonseed-oil Mill.—Farmers' Cotton Oil Co. incorporated with \$300,000 capital stock by Alvin Etheridge, William Toney, H. S. Toney and R. H. Etheridge.

Key West, Fla.—Reported M. Valles y Co., Havana, Cuba, will erect three-story concrete building, 150x45 feet, in Key West, to be equipped for manufacturing cigars. Committee has been appointed to complete arrangements, consisting of Dr. J. N. Fogarty, George W. Allen, W. Hunt Harris and others.

Kingfisher, O. T.—Creamery.—Kingfisher Creamery Co. has increased capital stock from \$5000 to \$10,000.

Lake City, Fla.—J. D. Callaway is organizing company to build cement mill, to operate by electricity.

Little Rock, Ark.—Packing Plant.—Adam C. Penzel will confer with Northern capitalists who contemplate establishing packing plant in Little Rock.

Louisville, Ky.—Clothing Factory.—Falls City Clothing Co. increased capital stock from \$250,000 to \$325,000.

Madison, N. C.—Overall Factory.—Madison Overall & Manufacturing Co. incorporated with \$30,000 capital stock by J. H. Moore, Pratt Bros., H. N. Binford and others. (Recently mentioned.)

Mangum, O. T.—Cottonseed-oil Mill.—W. T. Jackson, Greenville, Texas, will establish cottonseed-oil mill in Mangum, investing about \$75,000.

Minden, La.—Cannery.—Louis J. Tackett is corresponding with the Minden Progressive League relative to establishing cannery.

Milano, Texas.—Pressed-brick Plant.—Smith & Peacock of Austin, Texas, will establish pressed-brick plant about five miles from Milano, utilizing local clay deposits.

Milton, Ky.—Bottling Works.—Richwood Distilling Co. will enlarge bottling works.

Mobile, Ala.—Medicine Factory.—Smith Sextone Medicine Co. incorporated with \$50,000 capital stock to manufacture medicines; Thomas E. Smith, president and general manager; James T. Duggan, secretary-treasurer.

Murray, Ky.—Tobacco Factory.—Griffin & Pitt Tobacco Co. incorporated with \$5000 capital stock by M. F. Griffin, P. H. Pitt and Guy Mangrum.

New Orleans, La.—Lime Factory.—W. J. Kelly and New York capitalists contemplate establishing plant at Lake Borgne canal for manufacturing lime from oyster shells.

Norfolk, Va.—Flour and Meal Mills.—Geo. R. Dabney and Western associates have secured site with 580 feet frontage on Norfolk & Western Railway on which to establish flour and meal mills.

Oklahoma City, O. T.—Gas Plant.—Pintsch Compressing Co., New York, N. Y., will establish plant in Oklahoma City with 35,000 feet of floor space for manufacturing illuminating gas. About \$25,000 will be invested. Company will build pipe lines to all parts of Oklahoma and Indian Territories. W. H. Ribbet, main offices in Kansas City, Mo., is superintendent of district.

Olive Hill, Ky.—Fire-brick Factory.—G. E. Carlyle is promoting organization of company to establish plant for manufacturing fire-brick.

Paducah, Ky.—Tobacco Factory.—T. J. Stahl Tobacco Co. incorporated with \$10,000 capital stock by A. R. Boykin, Jr., T. J. Stahl, both of Paducah, and W. G. Dunnington, Farmville, Va.

Parkersburg, W. Va.—Vitrifolite Tile and Plates.—Meyercord-Carter Company will be organized with \$125,000 capital stock to manufacture vitrified tile and plates from three-sixteenths to three-quarters of an inch thick and of any required dimensions to be used for wainscoting in office buildings, for lining refrigerators, bathroom finishing, etc. Plant will be located on site of six acres, and will include main building, 110x400 feet, equipped with three day tanks of 14 tons capacity, two lehrs 160 and 125 feet long, etc.; office building and other structures. Plans are being prepared by A. H. Adair. About \$75,000 will be expended in buildings and equipment. It is understood that a wireglass factory will also be operated in connection; W. T. Carter, Beaver, Pa., president; George R. Meyercord, Chicago, Ill., vice-president, and D. S. Beebe, Beaver, Pa., superintendent and general manager.

Pensacola, Fla.—Manufacturing.—Union Trading Co. incorporated with \$10,000 capital stock to undertake general manufacturing, etc. T. B. Meeker is president, J. A. Gray vice-president, W. J. Pace secretary and J. W. Sindorf treasurer.

Petersburg, Va.—Shoe Factory.—Friend Shoe Manufacturing Co. incorporated with \$50,000 capital stock; A. Friend, Jr., president; E. B. Spotswood, secretary, and C. P. Pilcher, manager.

Pine Bluff, Ark.—Cannery.—Jefferson County Canning Co. will be incorporated with \$25,000 capital stock to establish cannery; J. A. Holmes, president; U. W. Poss, vice-president, and J. E. Boyce, secretary-treasurer.

Quannah, Texas.—Cottonseed-oil Mill.—Quannah Cotton Oil Co. incorporated with \$50,000 capital stock by R. K. Wooten, W. A. Wilhelm and J. W. Simmons, Jr.

Richmond, Texas.—Sugar Mill.—Dew Bros. will build sugar mill on Oyster creek, investing about \$75,000.

Rison, Ark.—Cannery.—Company will soon be incorporated with \$5000 capital stock to establish cannery. J. J. Morrell can give information.

Salisbury, Md.—Gas Plant.—Home Gas Co. reported incorporated in May with \$50,000 capital stock by William P. Jackson, Chas. R. Disharoon and others, will establish gas plant costing about \$60,000 and is progressing with preliminary work of pipe laying.

Shreveport, La.—Glass Works.—Reported C. E. Ely, Denver, Col., contemplates establishing glass works in Shreveport.

Springfield, Tenn.—Tobacco Factory.—Hayes-Sory Tobacco Co. incorporated with \$10,000 capital stock by B. H. Sory, G. T. Cook, J. J. Orand, all of Springfield, and J. W. Hayes, Clarksville, Tenn.

Statesville, N. C.—Wood-fiber Plaster Factory.—W. L. Gilbert, H. R. Cowles, J. W. Guy and E. S. Pegram will incorporate company with \$5000 capital stock to establish plant for manufacturing wood-fiber plaster.

St. Louis, Mo.—Chemicals, etc.—Sapa Chemical Co. incorporated with \$150,000 capital stock by Dr. Carmen A. Newcomb, William H. Meagher, Marshall B. Peterson and J. Carter Carstens to manufacture and deal in chemicals, etc.

St. Louis, Mo.—Patent Crusher.—Williams Patent Crusher Co. will erect two and three-story factory building; 65x132 feet; brick and stone; architectural and structural iron and steel work; composition roof; gas and electricity; cost \$20,000; plans by H. G. Clymer.

St. Louis, Mo.—Bottling Works.—Phosphor Bottling Works, recently reported incorporated with \$75,000 capital stock to manufacture bottles and deal in carbonated waters, has elected John B. Pfeiffer president and Karl D. Umrat secretary.*

Sulphur Springs, Texas.—Brick and Tile Plant.—Crush Brick & Tile Co. incorporated with \$15,000 capital stock by P. H. Foscoe, Max Yesner, John D. Williams and others.

Sumter, S. C.—Shoe Factory.—Bultman Bros. will establish shoe factory to be operated by electric motors and manufacture at first between 100 and 200 pairs of shoes daily.

Thomasville, Ga.—Drykln.—Mallette-Arnold Brick Co. contemplates installing drykln or steam drier. Address E. M. Mallette.*

Van Dorn, Ala.—Portland-cement Plant.—Van Dorn Portland Cement Co. incorporated with \$1,250,000 capital stock, is now proceeding to make definite arrangements for establishment of Portland-cement plant to have daily capacity of 1000 barrels. Company has purchased site of 4000 acres at \$40,000 and has also negotiated for coal lands on the Warrior river which will supply the plant with coal, latter to be barged to Van Dorn; J. L. Means, president, and W. J. Bayersdorffer, treasurer, both of Shreveport, La. (Previously mentioned.)

Washington, D. C.—Asbestos-covering Plant.—Columbia Covering Co. incorporated with capital stock of from \$5000 to \$15,000 to manufacture asbestos coverings for steam pipes by F. E. Phelps, president, 1321 14th street S. W.; L. H. Phelps, vice-president, and A. V. Young, secretary and treasurer.

Winston-Salem, N. C.—Harness Factory.—Smook & McCreary are installing machinery for manufacturing harness and will also operate vehicle repair shop. Offices in the Nissen Building.

ROAD AND STREET IMPROVEMENTS

Albany, Ga.—City has voted public improvement bonds; will expend \$10,000 in street paving and \$5000 in opening new street; Mayor, C. W. Rawson.

Alvin, Texas.—City will grade and pave streets. Address The Mayor.

Ardmore, I. T.—City has voted \$20,000 of bonds for street improvements. Address The Mayor.

Baltimore, Md.—Board of Awards, City Hall, will receive bids until October 9 to grade, curb, gutter and pave with macadam portions of Yale and Walrad avenues. Specifications can be obtained from Commissioners for Opening Streets, Hoen Building.*

Clarksville, Ark.—City will expend from \$10,000 to \$15,000 in construction of concrete sidewalks recently mentioned; Commissioners, Sam Laser, C. L. Pyle and George O. Patterson.*

Comanche, Texas.—Comanche county has voted \$170,000 of bonds for building macadamized roads. Address County Commissioners.

Dallas, Texas.—City will probably reject all bids for street paving and is considering establishment of municipal paving plant; William Doran, Street Commissioner; J. B. Winslett, City Secretary. (Recently mentioned.)

Elizabethton, Tenn.—J. R. Fletcher is engineer in charge of construction of wall recently noted to be erected on Doe river at cost of \$8000; wall to be five feet at base, three feet at top, 2000 feet long and five feet high.

El Paso, Texas.—El Paso County Commissioners awarded contract to Richard Caples for \$72,722.50 for macadamizing road from East El Paso to Ysleta, a distance of about 10 miles.

Gadsden, Ala.—City will construct about 20,000 square yards of sidewalk paving and about 30,000 linear feet of combined curb and gutter. Bids will be opened October 12; W. M. Wilson, City Engineer.*

Huntsville, Ala.—City has rejected all bids for paving public square with vitrified brick and will do its own work; R. E. Smith, Mayor. (Referred to in July.)

Montgomery, Ala.—Montgomery county has rejected all bids on grading and graveling Flowers, Rocky Mount and Old Pike roads and will advertise for new bids on the Flowers and Rocky Mount roads. Improvements on Old Pike road will be undertaken by county. Address County Commissioners.

Pine Bluff, Ark.—City has adopted ordinances authorizing following street paving: District No. 22, Second avenue, 17,000 square yards brick paving and 4200 linear feet curb and gutter; No. 23, Martin avenue, 4000 square yards brick paving and 2800 linear feet curb and gutter; No. 24, Third avenue and cross streets, 25,000 square yards brick paving and 5000 linear feet stone curb, and Sidewalk District No. 1, Olive street, 60,000 square feet cement sidewalks and 13,000 linear feet curb and gutter; Wm. J. Parkes, City Engineer. (Various street improvements have been referred to previously.)

Sheffield, Ala.—Poster & Creighton, Nashville, Tenn. have contract to lay about three miles of concrete pavements.

St. Augustine, Fla.—City will pave San Marcos avenue. Bids will be opened October 8; John M. G. Carrera, City Clerk.*

Wheeling, W. Va.—Board of Public Works has awarded contract to George W. Lemons for paving at 55 cents per cubic yard for gravel filling, 5 cents per cubic yard for sanding and 20 cents per square yard for laying brick. About 500,000 bricks will be required. Spindler & Dudley have contract for construction of stone walls on Charles and Coal streets at 60 cents per cubic yard for excavating, \$5.72 for masonry and \$4.74 for concrete work.

SEWER CONSTRUCTION

Albany, Ga.—City has voted public improvement bonds; will expend \$37,500 for surface sewerage; C. W. Rawson, Mayor.

Alva, O. T.—City will vote October 17 on issuance of \$40,000 of bonds for construction

of water-works and sewer system. Address The Mayor.

Blue Ridge, Ga.—City will vote November 23 on issuance of \$8000 of bonds for construction of sewerage system. Address The Mayor.

Canton, Ga.—City has voted \$29,500 of bonds for construction of sewer system, etc., recently mentioned. (See item under "Water-Works.") Address The Mayor.

Chattanooga, Tenn.—Board of Public Works will open bids October 15 for construction of the Chestnut-street sewer; H. F. Van Dusen, chairman. (Recently mentioned.)

Denton, Texas.—M. P. Kelly has secured franchise to construct sewer system.

Hattiesburg, Miss.—City will construct sanitary sewers. Bids will be opened October 15; J. H. Putnam, City Engineer. (Recently mentioned.)*

Madison, Ga.—City will vote October 7 on issuance of \$50,000 of bonds for construction of water-works and sewerage system. Address The Mayor.

Oklahoma City, O. T.—City has voted \$50,000 of bonds for construction of sewer system. (Referred to in August.) Address The Mayor.

Shreveport, La.—Shreveport Water-Works Co. will extend sewerage system. Box conduits will be constructed.

Wheeling, W. Va.—Board of Public Works has awarded contract to Martin Flanagan for laying five sewers.

Yorkville, S. C.—City has employed Wilson, Sompayrac & Urquhart, Columbia, S. C., to make preliminary survey relative to construction of sewerage system recently noted to be under consideration. Plant is estimated to cost \$20,000 to \$21,000. Above engineers will probably be chosen to install plant.

TEXTILE MILLS

Acworth, Ga.—Acworth Cotton Manufacturing Co. is reported as to build knitting mill.

Alexandria, Va.—Bliss Silk Throwing Co. of Dickson, Pa., has purchased and will operate the Alexandria Hosiery Co. knitting mill at Wilkes and Pitt streets.

Aiken, S. C.—J. P. McNair, F. B. Henderson and several others comprise committee lately noted as appointed to form plans for organization of company to build cotton mill; not decided whether to manufacture yarns or cloth.

Anderson, S. C.—A. S. Farmer has purchased and will operate the Conneross Yarns Mills; 800 spindles.

Atlanta, Ga.—National Duck Mills, recently reported organized to manufacture duck, etc., expects to operate by electric power, using from 85 to 100 horse-power; offices in Fourth National Bank Building.

Ball Ground, Ga.—A. J. Lovelady is interested in plan to organize company for erection of cotton mill.

Baton Rouge, La.—E. F. O'Brien of Roanoke, Va., is said to propose establishing knitting mill in Baton Rouge.

Beaumont, Texas.—Fifty Thousand Club is negotiating with a woolen manufacturer relative to establishment of mill to cost \$100,000.

Belmont, N. C.—Monarch Manufacturing Co. will be incorporated with a capital stock of \$200,000 to build cotton mill of 10,000 spindles for manufacturing about 60s combed yarns. A. C. Lineberger will be president, D. E. Rhyne vice-president and S. P. Stowe secretary-treasurer. (Lately noted as proposed.)

Burlington, N. C.—Whitehead Hosiery Mills organized with capital stock of \$50,000 and \$10,000 paid in; will install machinery for knitting hosiery; contract for equipment not awarded yet. Address R. H. Whitehead, manager.*

Charlotte, N. C.—S. B. Sargeant will organize stock company, probably capitalized at \$100,000, to build cotton mill.

Chickamauga, Ga.—Crystal Springs Bleachery Co., mentioned last week, has awarded contracts for power plant; engine, Hardie-Tynes Manufacturing Co., Birmingham, Ala.; electric generator and motors up to 300 horse-power, Allis-Chalmers Company, Milwaukee, Wis.; two 190-horse-power boilers, Babcock & Wilcox Co., New York; 110x6-foot chimney, Custodis Chimney Construction Co., New York; A. S. Bowen, secretary-treasurer, Chattanooga, Tenn.

Clinton, N. C.—Company will be organized with capital stock of \$125,000 and W. D. McNeill of Fayetteville, N. C., president, to build 5000-spindle cotton-yarn mill; lately noted as proposed by W. B. Stewart and F. B. Johnson.

Concord, N. C.—Edgemere Manufacturing

Co., lately reported incorporated, has leased and will operate the Magnolia Mills No. 2 at Concord and the Riverdale Mills at Great Barrington, Mass.; present equipment, 96 looms and 1800 spindles, respectively; L. W. Brander, assistant treasurer.

Douglasville, Ga.—Lols Cotton Mills, reported organized in July, has two-story 100x400-foot building which will contain 20,000 spindles and 500 looms for manufacturing print cotton cloth. Plant will cost about \$150,000 and is expected to be in operation by January. J. E. Sirrine of Greenville, S. C., is engineer in charge. J. M. Geer of Easley, S. C., is president and J. T. Duncan secretary-treasurer.

Flat Rock, N. C.—Skyland Hosiery Co., reported incorporated in August, has a capital stock of \$300,000 and \$150,000 paid in; will build mill for knitting hosiery. F. S. Wilcox of Lynn, N. C., can be addressed.*

Gaffney, S. C.—Merrimac Mills, recently reported organized, etc., has engaged J. E. Sirrine of Greenville, S. C., as architect-engineer in charge. Company awarded contract to J. M. Curry for erection of building; equipment will be 10,240 spindles and accompanying looms (about 300); machinery has been contracted for. Electricity will be used for motive power, about 400 horse-power to be utilized. Plant will cost about \$200,000. E. R. Cash is general manager.

Gaffney, S. C.—Recently noted proposed mill company of E. R. Cash and others is not another company, but is the Merrimac Mills, of which mention has been made previously. (See other item under Gaffney.)

Gastonia, N. C.—Dunn Manufacturing Co., lately reported incorporated, will plan building with capacity of 5000 spindles, but will install only 4000 spindles to begin with; will operate by electric power; paid-in capital, \$100,000. C. B. Armstrong is president and C. M. Dunn superintendent.

Greeleyville, S. C.—Greeleyville Cotton Mills will be organized with capital stock of \$150,000 to build cotton mill of 10,000 spindles and accompanying looms, operated by steam power. J. E. Sirrine of Greenville, S. C., will be architect-engineer in charge. Company has not elected officers, but T. W. Boyle, chairman of committee, can be addressed. (Recently noted as proposed.)

Huntsville, Ala.—Huntsville Cotton Mills Co. will install additional machinery; present equipment, 20,040 spindles.

Kansas City, Mo.—An Eastern company is corresponding with J. A. Runyan, secretary of Manufacturers and Merchants' Association, relative to establishment of knitting mill.

Kansas City, Mo.—Kansas City Cotton Mills Co. is reported to have awarded contract for 5000 spindles in order to double present plant.

Kinston, N. C.—J. E. Hood, J. W. Black, H. H. Hodges and F. C. Dunn will organize company with capital stock of \$100,000 to build cotton-yarn mill; building to be two stories high, 234x50 feet, with capacity of 10,000 spindles; 5000 spindles to be installed to begin with.

Lake City, Fla.—J. D. Callaway is interested in organizing company to build mill for manufacturing cotton yarns; to operate by electricity.

Maxton, N. C.—G. B. Patterson and others have applied for charter for company and propose to organize for erection of 10,000 spindle mill to be operated by electric power. No further details determined. (Recently mentioned as proposed.)

Newton, N. C.—Ridgeview Cotton Mills, recently reported organized, etc., will use electricity for motive power, consuming about 150 horse-power; will purchase electricity from Southern Power Co., which has main offices in Charlotte, N. C. Ridgeview Company will have 2500-spindle mill; H. F. Smith, general manager. (Other details previously noted.)

North Augusta, S. C.—North Augusta Knitting Mills is reported as planning the erection of a yarn-spinning mill and a dyeing plant for knit goods.

Oklahoma City, O. T.—J. H. Grant, J. B. Garrison, S. M. Putnam and others propose the organization of a \$100,000 stock company to build 5000-spindle cotton mill.

Roanoke Rapids, N. C.—Roanoke Mills Co. is reported as to add 8000 spindles; now operates 15,904 spindles and 800 looms.

Rock Hill, S. C.—Harris Manufacturing Co., recently reported, will use about 150 electrical horse-power, obtaining the electricity from Southern Power Co., main office in Charlotte, N. C.; will install individual motors as far as practicable; power machinery not yet purchased; product to be yarns, pads and collars.

Shelby, N. C.—Elia Manufacturing Co., re-

ported incorporated in August with capital stock of \$100,000, has awarded contracts for spindles and looms for manufacturing convertible cotton goods. Electricity will probably be the motive power; now preparing to erect necessary buildings. J. R. Dover can be addressed.

WATER-WORKS

Albany, Ga.—City has voted public-improvement bonds; will expend \$7500 in extension of water mains; Mayor, C. W. Rawson.

Alva, O. T.—City will vote October 17 on issuance of \$40,000 of bonds for construction of water works and sewerage system. Address The Mayor.

Birmingham, Ala.—City will be petitioned to vote on issuance of \$3,000,000 of bonds for construction of water-works to supply city with water for domestic and industrial purposes. Address The Mayor.

Blue Ridge, Ga.—City will vote November 23 on issuance of \$14,000 of bonds for construction of water-works. Address The Mayor. (Recently mentioned.)

Canton, Ga.—City has voted \$30,000 of bonds for construction of water-works, electric light and sewer systems; S. T. Worley, Mayor. (Recently mentioned.)

Charlotte, N. C.—Water Commissioners have awarded following contracts in connection with laying of proposed water mains: McWane Pipe Works, Lynchburg, Va., for about 425 tons of 20-inch, 16-inch, 12-inch and 8-inch piping at about \$15,000; Rensselaer Manufacturing Co., Troy, N. Y., valves; Roe-Stephens Manufacturing Co., Detroit, Mich., 40 fire hydrants; George O. Tenney & Co., Richmond, Va., to lay the mains; entire cost about \$30,000. (Recently mentioned.)

Fairview, O. T.—City has voted \$25,000 of bonds for construction of water-works. Address The Mayor.

Madison, Ga.—City will vote October 7 on issuance of \$50,000 of bonds for construction of water-works. Address The Mayor.

McEwen, Tenn.—L. D. Baker will drill an artesian well, to furnish town with water, and install boiler with 110 horse-power engine. (City was mentioned in August as considering installation of water-works.)

Meridian, Miss.—City has voted \$50,000 of bonds to improve and extend water-works. (Recently mentioned.)

Oklahoma City, O. T.—City has voted \$200,000 of bonds for construction of water-works. (Referred to in August.) Address The Mayor.

St. Louis, Mo.—Water Department, B. C. Atkins, Water Commissioner, is having plans prepared by James A. Smith for erection of boiler and engine-house at Bissell's Point; such structure to be one-story high, 65x88 feet; brick and terra-cotta; architectural and structural iron and steel work; interior marble and tile work; electricity; cost \$200,000.

Thomas, O. T.—City has engaged O'Neil Engineering Co., Dallas, Texas, to install water-works system recently mentioned. Electric-light plant will also be erected; cost of both \$30,000.

Union, W. Va.—City will construct water-works, for which \$5500 of bonds have been voted. Bids will be opened October 5; A. S. Johnston and G. R. Lynch, water-works committee. (Recently mentioned.)

Vinita, I. T.—Electric Light, Ice & Power Co. will not install water-works as recently incorrectly reported.

Wauchula, Fla.—H. E. Whitehead, Tampa, Fla., has franchise and will soon begin construction of water-works in Wauchula.

WOODWORKING PLANTS

Baltimore, Md.—Wooden-box Factory.—Blondheim Box Manufacturing Co. has been incorporated to manufacture wooden boxes and packing cases by Adolph Blondheim, 1741 North Carey street; George F. Derr, 312 West Saratoga street; Edward G. Wicks, Joseph Smith and Wm. F. Broening.

Beaumont, Texas.—William Beltner, Traverse City, Mich., is said to be considering erection of plant in Beaumont for manufacturing parosol handles, butter dishes, etc.

Charleston, W. Va.—National Veneer Co. has rebuilt plant destroyed by fire some months ago and will soon begin operations. Plant consists of main building, constructed of brick, 50x157 feet; engine-room, 40x40 feet, and drykiln, 40x100 feet, containing drier with average temperature of 220 degrees and about 1000 rollers. Logs are taken from cars by cranes. Motive power is furnished by 200-horse-power engine, with boilers of sufficient capacity to supply not only engines, but heat for drykilns. Exhaust heat from kilns will be utilized for heating building. Company will also install private electric-lighting plant. G. E. Breece is president.

Demopolis, Ala.—Ticknor Stave Co. is erecting stave factory in Demopolis which will have daily capacity of 12,000 staves. Company has secured several thousand acres of timber land, which will be developed, timber to be carried to factory by gasoline boats. A. R. Ticknor, Indianapolis, Ind., president; Mr. McKee, vice-president, and Frank F. Fulton, secretary-treasurer, both of Louisville, Ky. Plant will be in charge of A. N. Kelley.

Independence, Va.—Independence Electric & Milling Co. will add hub, spoke, handle and other machinery to plant; J. G. Davis, secretary and manager.*

Kilbourne, La.—Chickasaw Cooperage Co., Memphis, Tenn., has purchased 2800 acres of timber land near Kilbourne and will install stave mill within next six months; machinery purchased.

Lexington, N. C.—Southern Excelsior Co. incorporated with \$10,000 capital stock; Dermot Shemwell, president; Dr. Vestal, vice-president; E. R. Rankin, secretary-treasurer; company will erect frame building 60x100 feet.

Louisville, Ky.—Sunlight (Double Glass) Hotbed Sash Co., 506 Floyd street, recently reported incorporated, will establish plant for the manufacture of patent hotbed sash. At present sash is being made under contract; Wm. S. Bodley, president and treasurer; W. W. Crawford, secretary.*

Nacogdoches, Texas.—Nacogdoches Spoke & Handle Co. is contemplated title of company recently reported established by H. A. Rathke and Theodore F. Cooley of Saratoga, Texas, to manufacture spokes and handles. Three buildings will be erected, one 36x90 feet, one 26x60 feet; boiler-house; cost of buildings and equipment about \$4000.*

Thomasville, N. C.—Lee Manufacturing Co. will rebuild plant recently reported burned; manufactures tables and hall racks; E. C. Lambeth, president and manager.*

Wadesboro, N. C.—Wadesboro Furniture Manufacturing Co., recently reported, will be incorporated with \$10,000 capital stock for the manufacture of chairs, tables and other articles of furniture; officers not yet elected. Address Walter E. Brock.*

BURNED

Alken, S. C.—Baptist parsonage; loss \$4500; Rev. Mr. McKin, pastor.

Austin, Texas.—D. W. Weaver's grist mill; loss \$1500.

Beaumont, Texas.—French Market Grocery Co.'s warehouse; loss on structure \$1500.

Bruceville, Texas.—Farmers' Union cotton gin; loss \$10,500.

Dundee, Texas.—Wichita Cotton Oil Co.'s cotton gin; loss \$4000.

Hamlin, Texas.—Royal Hotel, owned by Ira Borders; loss \$10,000. Three buildings owned by J. C. Wofford & Sons; loss \$10,000.

Hopkinsville, Ky.—Kentucky Carbonating Co.'s plant; loss \$5000.

Inverness, Miss.—Bruce Jones' cotton gin.

Ivanhoe, Texas.—R. L. McGouirk's cotton gin and sawmill; loss \$3000.

Littig, Texas.—Paul Bayer's cotton gin; loss \$5000.

Louisville, Ky.—McElroy-Shannon Spring Bed Co.'s plant; May R. Shirt Manufacturing Co.'s plant.

McEwen, Tenn.—Jones & Cowen's saw, planing and stave mills.

Monroe, N. C.—Cotton gin, grist mill and sawmill, owned by Davis and Rufus Armfield and I. F. and W. A. Plyler; loss \$2500.

Nashville, Tenn.—Byrd Douglass & Co.'s warehouse; loss \$100,000.

Newbern, N. C.—W. B. Ellis' saw and shingle mill; loss about \$40,000.

Orange Grove, Miss.—Orange Grove Brick & Tile Co.'s plant; loss \$10,000.

Stantonville, Tenn.—Combs & Platt's cotton gin.

Sumter, S. C.—Sumter Lumber Co.'s dry-kiln; loss \$10,000.

Waynesboro, Va.—W. A. Rife's electric-power plant; loss about \$10,000.

Hotel Site and Mineral Springs.

Investors who may be interested in available hotel site and mineral-springs properties in the South are invited to write J. M. Stephens, Jonesboro, N. C., for particulars regarding an offering he is extending to possible purchasers. Mr. Stephens offers a mineral springs and hotel site in Central North Carolina, accessible to the Southern, Seaboard Air Line and Atlantic Coast Line railways. A lake, 44 acres of land and water-power for water supply and lighting are included.

BUILDING NOTES

* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

APARTMENT-HOUSES

Gadsden, Ala.—C. A. Stevenson and Paul Stevenson awarded contract to W. T. Christopher for erection of apartment building recently mentioned; plans by C. B. Smith; three stories; brick; 100x100 feet; ordinary construction; steam heat; freight elevator; cost \$25,000 to \$30,000.*

Memphis, Tenn.—M. Devorkin has permit to erect two-story brick apartment-house at a cost of \$12,000.

Richmond, Va.—Ready & Chesterman, owners and contractors, will erect apartment-house recently mentioned at cost of \$12,000; brick construction; hot-air heating.

St. Louis, Mo.—Charles Lutz is having plans prepared by L. Haeger for erection of apartment-house; two stories; 90x60 feet; brick and stone; interior marble and tile work; cost \$20,000.

St. Louis, Mo.—J. L. Johnston is having plans prepared by William P. McMahon for erection of double apartment-house; 30x51 feet; brick and stone; gas and electricity; cost \$9000.

St. Louis, Mo.—Sebastian Klein and Joseph Robinson will erect apartment-house; 61x200 feet; beamed ceilings; hardwood floors.

Tampa, Fla.—M. Gonzales will erect lodging-house; two stories; 34x35 feet; frame; cost \$5000. Contract awarded to J. W. Williams.

CHURCHES

Bennettsville, S. C.—Presbyterian congregation has awarded contract to G. A. Brown for erection of white pressed-brick edifice costing about \$20,000, replacing structure recently reported burned; Dr. Bunyan McLeod, pastor.

Birmingham, Ala.—Miller Memorial Presbyterian Church (Colored) awarded contract to R. E. Pharrow, 1717½ Third avenue, for erection of combination church and school-house recently mentioned; pressed brick; Bedford stone trimmings; steel-shingle roof; hot-air heating; ventilating; hard wall plaster; art-glass windows; rolling partitions.

Coriscana, Texas.—First Christian congregation awarded contract to Hardin Bros., Farmersville, Texas, at \$16,500 for erection of edifice.

Dallas, Texas.—Oak Lawn Methodist congregation will have plans prepared for erection of edifice costing about \$30,000. Address The Pastor.

Elba, Ala.—Methodist Church is preparing to build \$15,000 edifice. Address The Building Committee M. E. Church.

Farmington, Mo.—St. Paul's Evangelical Lutheran Church will erect building recently mentioned; cost \$12,000; Chas. F. May, 408 Olive street, architect; contract to be let October 5; size of building, 50x80 feet; hot-air heating; electric lighting.

New Decatur, Ala.—Baptist congregation has had plans prepared by Ed Love, Huntsville, Ala., for erection of addition to edifice costing \$10,000.

San Antonio, Texas.—Calvert Baptist Church has had plans prepared by William M. Hagy for erection of edifice; brick; audience-room, 40x60 feet; Sunday-school annex, 30x40 feet; cost about \$13,000. Old edifice will be remodeled as residence for pastor, Rev. R. F. Stokes.

San Antonio, Texas.—First Presbyterian congregation is having plans prepared by Atlee B. Ayers for erection of edifice; Gothic architecture; stone; cost \$75,000. Address The Pastor.

Sulphur, I. T.—First Methodist congregation awarded contract to George Frier and W. L. Scott for erection of edifice costing about \$12,000. Foundation and basement completed.

Washington, D. C.—Building committee, L. Cabell Williamson, chairman, 458 Louisiana avenue N. W., of the Northminster Presbyterian Church, has awarded contract to Wm. A. Kimmel, 1516 Columbia road, for construction of church building at southwest corner Rhode Island avenue and 11th street N. W.; one story and basement; 100x100 feet; brick with sandstone trimmings; structural iron and steel; slate roof; electric wiring and fixtures; sanitary plumbing; steam-heating system; cost \$60,000; Arthur M. Poynton, 911 French street N. W., and Wm. L. Webster, 23 Virginia avenue S. W., associated architects.

Williamstown, W. Va.—Baptist church, re-

cently mentioned, will be erected at cost of \$10,000; architect, W. A. Decker, Marietta, Ohio; contractor, C. W. Dowling, Marietta, Ohio; building to be of mill construction; 50x90 feet; brick and stone; hot-air furnace; gas and electric lighting; William Dawson, secretary.

COURTHOUSES

Berkeley Springs, W. Va.—Morgan county awarded general contract for erection of courthouse to S. A. Westenhaver, Martinsburg, W. Va., at \$12,367; plans by Holmboe & Lafferty, Clarksburg, W. Va. (Building recently described.)

Toccoa, Ga.—Stephens county is about completing erection of proposed courthouse, previously mentioned, and will open bids October 24 for building reinforced walls, concrete walks and grading and terracing plats; B. P. Brown, Jr., Ordinary.*

DWELLINGS

Avondale, Texas.—A. D. Spencer, Houston, Texas, will erect residence in Avondale.

Baltimore, Md.—J. R. Bratton has awarded contract to James T. Morgan, 39 East Henrietta street, for construction of eight two-story dwellings with modern conveniences on Garrison road, between Pratt and Lemon streets, to cost \$10,000; Jacob F. Gerwig, architect, Hoffman Building, 11 East Lexington street.

Baltimore, Md.—Walter B. McCardell, builder, 104 Law Building, will erect 22 two-story brick dwellings with modern conveniences on Monroe street and Friendsbury place to cost \$37,400.

Baltimore, Md.—George R. Morris of Morris & Clifford, architects, Equitable Building, will erect two two-and-one-half-story frame dwellings with all modern conveniences on Beech avenue near Garrison avenue.

Baltimore, Md.—Joseph Schamberger, builder, 2122 East Baltimore street, will erect 24 three-story brick dwellings with modern conveniences on Patuxent street, between Lombard and Pratt streets.

Charlotte, N. C.—C. E. Platt has awarded contract to E. H. Overcash for erection of residence.

Charlotte, N. C.—Walter H. Torrence will erect residence.

Charlottesville, Va.—Construction work is progressing on residence to be erected near Charlottesville by Thomas S. Martin, Scottsville, Va., according to plans by Wood, Donn & Deming, Washington, D. C. Structure will be 100x54 feet; two stories and basement; pressed brick; colonial style; heating plant, probably steam; electric-lighting fixtures; cost \$50,000; Vandergrift & Fitch, Washington, D. C., contractors. (Mentioned in August.)

Chattanooga, Tenn.—R. O. Engledon will erect seven-room two-story brick building at a cost of \$6000. Contract awarded to Joe Toler.

Chattanooga, Tenn.—M. M. Allison, Frank Spurlock, Theodore F. King and E. B. Craig will each erect residence; total cost about \$75,000.

Concord, N. C.—A. Jones Yorke is having plans prepared by L. L. Hunter, Charlotte, N. C., for erection of residence costing about \$20,000.

Dallas, Texas.—C. W. Bulger & Son are preparing plans for erection of residence costing about \$10,000.

Fort Mitchell (not a postoffice), Ky.—Henry Helle will erect dwelling; 35x40 feet; press brick; cost \$6000; plans by George W. Schofield, Covington, Ky.

Gadsden, Ala.—Mrs. J. A. Penny, Murrycross, Ala., will erect two-story residence in Gadsden.

Greenville, Fla.—M. A. McDowell will erect cottage.

Greenville, Fla.—C. M. Stokes is having plans prepared for erection of residence.

Greenville, S. C.—J. J. McSwain will erect residence; frame; plans by C. Gadsden Sayre, People's Bank Building, Anderson, S. C.

Macon, Ga.—W. T. Corley has had plans prepared by Curran R. Ellis, Ellis Building, for erection of residence.

Memphis, Tenn.—H. C. Hall awarded contract to Pritchard Bros. for erection of residence; slate roof; concrete foundation; cost \$10,000.

Memphis, Tenn.—H. L. Coleman awarded contract to W. E. Parlow for erection of residence; gravel roof; cost \$7000.

Memphis, Tenn.—L. M. Hall is having plans prepared by A. A. Chighizola for dwelling recently noted to be erected; two stories, stone veneer, with cellar and attic;

nearly fireproof; hot-water heating; electric and gas lighting; cost \$12,000 to \$14,000.

Memphis, Tenn.—H. L. Coleman awarded contract to W. E. Parlow for erection of residence; plans by John Gaisford; stone and brick veneered; 48x43 feet; hot-water heating; electric lighting; cost \$11,500.

Washington, D. C.—Potomac Realty Co., Westcott & Story, 816 17th street N. W., will award contract to Wm. P. Lipscomb & Co., 1405 F street N. W., for construction of brick and stone fireproof dwelling to be erected on Sheridan Circle at cost of \$150,000; Bruce Price & De Sibour, architects, Washington Herald Building, 734 15th street N. W., Washington, D. C., and 1133 Broadway, New York.

Washington, D. C.—Wood, Donn & Deming, architects, 808 17th street N. W., are preparing plans and specifications for reconstruction of three-story brick dwelling at 1707 Rhode Island avenue for Mrs. Clarence Wilson. About \$15,000 will be expended.

Washington, D. C.—James A. Dowrick, builder, 1625 1st street N. W., will erect three-story brick-and-stone dwelling with all modern conveniences on 1st street near Florida avenue N. W. to cost about \$15,000.

Washington, D. C.—Otto Bauer, F and 13th street N. W., has awarded contract to August Getz & Son, Stewart Building, 6th and D streets N. W., for construction of three-story brick dwelling with hot-water heating system and tin and tile roof at 1114 Rhode Island avenue to cost \$6,000; Julius Wenig, architect, 1223 F street N. W.

Washington, D. C.—Charles D. Volland, builder, 418 L street N. W., will erect nine two-story brick dwellings with hot-air heating systems at 1526-1528 1st street N. W. and 107-111 Bates street N. W. to cost \$30,000; Edward O. Volland, architect, 311 R street N. W.

Washington, D. C.—Wyeth & Cresson, architects, 1517 H street N. W., will receive bids on October 2 for construction of four-story brick-and-stone dwelling with all modern conveniences to be erected on 16th street N. W. for Mrs. A. McGowan. Those estimating are Brennan Construction Co., foot 31st street N. W.; George A. Fuller Company, Munsey Building; Wm. P. Lipscomb & Co., 1405 F street N. W.; John McGregor, 729 12th street N. W., and John H. Nolan, 1413 G street N. W.

Wildwood (not a postoffice), Mo.—C. D. Gardnett is having plans prepared by Drischler & Elsner, St. Louis, Mo., for erection of residence; cost \$30,000.

HOTELS

Blue Mont (not a postoffice), N. C.—Southern Baptist Assembly, recently noted to erect hotel, auditorium, cottages, etc., will build hotel to accommodate 500 guests at cost of \$25,000 to \$30,000; will also erect stores, laundry, skating rink and bowling alley at cost of about \$10,000 to \$15,000; from 100 to 500 cottages will be built by owners of lots; architect not selected; buildings will probably be of frame construction; acetylene or gas lighting; laundry machinery and probably gasoline engine to be installed; may install electrical plant to be operated by water-power in 1909; location, 18 miles east of Asheville; B. W. Spilman, Kinston, N. C., general manager; C. S. Davis, Asheville, N. C., treasurer. J. H. Tucker, Asheville, N. C., chairman executive committee, should be addressed.

Corpus Christi, Texas.—J. W. Ennis, Batson, Texas, has purchased at \$35,000 the Seaside Hotel property and contemplates erecting 100-room hotel.

Foley, Ala.—Britt & Eubanks, Bay Minette, Ala., have contract to erect double two-story hotel at Foley.

Port Lavaca, Texas.—William Berry will erect two-story brick hotel containing 25 rooms at a cost of \$10,000.

Lexington, N. C.—J. C. Smith and James Adderton contemplate erecting store and hotel.

Vidalia, Ga.—W. O. Donovan, Macon, Ga., is having plans prepared by Curran R. Ellis, Ellis Building, Macon, Ga., for erection of 75-room hotel in Vidalia.

Valdosta, Ga.—Jeter & Pinkston are having plans prepared by Curran R. Ellis, Ellis Building, Macon, Ga., for erection of 100-room hotel.

MISCELLANEOUS STRUCTURES

Amarillo, Texas.—Lodge Building.—Odd Fellows Lodge will erect two-story brick-and-stone building costing about \$20,000.

Baltimore, Md.—Grain Elevator.—Baltimore & Ohio Railroad Co., D. D. Carothers, chief engineer, Baltimore & Ohio Building, Baltimore, Md., is preparing plans and specifications for grain elevator with capacity of

500,000 bushels to be erected in the Mt. Clare yards. The plans are about completed and bids on construction will be taken. This elevator replaces the one recently reported as destroyed by fire.

Baltimore, Md.—Armory.—Fifth Regiment Veteran Corps will remodel building at 1112 Madison avenue as armory. An addition, one story and basement, 48x97 feet, will be erected and modern conveniences installed throughout. Those estimating on the work are Wm. Ferguson & Bro., 216 Clay street; B. F. Bennett, 123 South Howard street; Thomas L. Jones & Son, 410 West Saratoga street; Thomas B. Stanfield & Son, 109 Clay street; J. H. Miller, 110 Dover street, and C. C. Watts, 113 Hamilton street; bids to be in October 5; Mottu & White, architects, Professional Building, 330 North Charles street.

Big Sandy, Texas.—Business Buildings.—J. E. Lowry has awarded contract for erection of two brick business buildings.

Decatur, Ala.—Skating Rink.—C. H. Crutchfield has contract to erect skating rink to cost about \$6,000. Mr. Roberts, Birmingham, Ala., will be manager.

Fort Worth, Texas.—Business Building.—W. Scott will erect additional story to property in Daggett's addition, expending \$7,000.

Gadsden, Ala.—Business Building.—Ewing Hardware Co. has awarded contract to Otto Fischer for erection of proposed business building; three stories; 50x125 feet; brick and stone; mill construction; steam heat; freight elevator; cost about \$20,000; plans by A. D. Simpson. (Referred to in August.)

Galveston, Texas.—Infirmary.—St. Mary's Infirmary will erect addition to building; four stories; brick; 40 rooms; elevator; fireproof roof garden; cost between \$60,000 and \$80,000.

Gatesville, Texas.—Reformatory.—Board of Penitentiary Commissioners, Dallas, Texas, will open bids October 7 for erection of boys' dormitory at reformatory in Gatesville, according to plans and specifications on file at office of H. C. Barlow, architect, Dallas, Texas, and of E. G. Douglas, assistant superintendent, Gatesville; certified check, \$10,000, payable to W. F. Ramsey, chairman of Board; bond, \$5,000; usual rights reserved; J. I. Mewshaw and R. H. Hicks, members Board of Penitentiary Commissioners.

Harriman, Tenn.—Business Building.—Carson Bros. are having plans prepared by W. A. Geasland, Rockwood, Tenn., for erection of business building.

Hillsboro, Texas.—Y. M. C. A. Building.—Plans are invited for \$20,000 Y. M. C. A. building on site 75x129 feet; S. R. Hankins, secretary; H. H. Simmons, president.

Houston, Texas.—Business Building.—Bids will be opened October 8 for erection of three-story brick building for G. A. Sternenberg according to plans by O. H. P. Rudesill & Sons, 1012½ Texas avenue, where plans can be seen; certified check, \$15,000, payable to G. A. Sternenberg; usual rights reserved.

Houston, Texas.—Wharves.—Galveston, Harrisburg & Houston Transportation Co., previously reported incorporated with \$100,000 capital stock, has awarded contract to A. N. Fitzgerald for erection of 150 feet of wharves on south side of ship channel, between Main and Fannin streets, to be used for handling freight bound for Houston. Company has just completed two wharves, 150 feet and 30 feet, respectively, and 1000 feet of piling at Constitution Bend, contract for which was awarded to Mr. Fitzgerald. In addition, company has also erected warehouse and will soon install rice and sand elevators; C. A. Barber, president.

Houston, Texas.—Business Building.—L. H. Perry will erect business building; three stories; brick; covering 10,000 feet of ground.

Independence, Mo.—Home.—County Court has accepted plans by Frank P. Rea, Kansas City, Mo., for erection of proposed county home, to consist of two buildings; main structure to be three stories; 309x232 feet; electricity; steam heat; native limestone; granite floors; concrete roof, covered with tar and gravel; accommodations for 350 persons; auditorium, 50x110 feet, with seating capacity of 500; cost about \$250,000. Proposals are invited.

Kansas City, Mo.—Music Hall.—Howard E. Huselton of Kansas City, Robert T. Newberry, Chicago, Ill., and associates contemplate erection of music hall. Plans are being prepared by James Oliver Hogg, New York Life Building, and call for erection of structure six stories high; 98x132 feet; steel; exterior of brick and terra-cotta; fireproof; cost \$350,000.

Latonia, Ky.—Auditorium.—Latonia Auditorium Co., Thomas Manninger, president, will erect auditorium; plans by Lyman Walker, Covington, Ky.; one story, 50x108 feet; brick; electric lighting; cost \$15,000.

Lexington, Ky.—Department Store.—J. D. Purcell awarded contract to Frank Corbin for erection of department store; plans by Richard, McCarty & Bulford, Columbus, Ohio; 40x220 feet; five stories and basement; mill construction; steam heat; electric and gas lighting; electric elevator.

Macon, Ga.—Business Building.—C. B. Willingham awarded contract for business building (recently mentioned) to Wilder & Paulin, who also prepared plans; three stories; marble trimmings; ordinary construction; electric lighting; cost \$12,650.

Maryville, Mo.—County Infirmary.—Nodaway county will erect infirmary, for which bonds were recently reported voted; fireproof building; 120x74 feet; two stories and basement; steam or hot-water heat; steam laundry; light and water plants to be installed; cost, with equipment, \$35,000; contract to be let probably in December; architect not named; location, five miles from Maryville.*

Memphis, Tenn.—Vault.—Oliver-Finnie Grocery Co. awarded contract to Pritchard Bros. for erection of four-story brick vault costing \$6,000.

Memphis, Tenn.—Stable.—Fred B. Young will erect brick stable, 50x167 feet, at a cost of \$6,000.

Norfolk, Va.—Y. M. C. A.—J. Henry Miller, 106-108 Dover street, Baltimore, Md., has contract to erect six-story building, costing \$225,000, for the Naval Young Men's Christian Association of Norfolk. E. Tatterson of Norfolk will superintend work.

Palo Pinto, Texas.—Jail.—Commissioners' Court of Palo Pinto county will open bids October 10 for tearing out entire interior of old jail, rearranging residence and prison, reinforcing outside walls with concrete, making all floors and ceilings of concrete and steel, partition walls of steel or reinforced concrete, new roof, plumbing and cell systems, making two felon cell departments, two misdemeanor cell departments, using old misdemeanor cell and steel lining of old felon cellroom. Bidders must visit grounds and make plans and specifications without cost to county; certified check, 10 per cent. of estimated cost; usual rights reserved; E. B. Ritchie, County Judge.

Port Arthur, Texas.—Clubhouse.—Germania Club has purchased site 300x150 feet on which to erect clubhouse costing \$25,000.

Port Lavaca, Texas.—Business Building.—D. L. Graham, San Antonio, Texas, will erect two-story brick or concrete business building at Port Lavaca.

Portsmouth, Va.—Government Building.—Treasury Department, James Knox Taylor, Supervising Architect, Washington, D. C., will invite bids in October for erection of the proposed postoffice and custom-house in Portsmouth.

Rock Hill, S. C.—Store Building.—Brevard Fewell has awarded contract to L. A. Pope for erection of two-story brick store building.

Rockwood, Tenn.—Business Buildings.—Colonel Coffman will have plans prepared by W. A. Geasland for erection of six buildings.

Ruston, La.—Store Building.—Thompson-Richey Company has had plans prepared for erection of storehouse costing \$15,000 to replace burned structure.

Sheffield, Ala.—Business Building.—R. H. Wilhoite will erect building recently mentioned; architect, E. L. Peckinpah; contractors, Abbott & Everhart; three stories; two storerooms; offices above; brick, 150x120 feet; ordinary construction; steam heat; electric lighting; cost \$20,000; building replaces structure burned November, 1906.

St. Louis, Mo.—Brewery.—Wm. J. Lemp Brewing Co. is having plans prepared by G. T. Norton for boiler-house; 150x150 feet; 80 feet high; brick, stone and terra-cotta; wire and plate glass; 250-foot stack; boilers and stokers to be installed; interior marble and tile work; coal chutes; cost \$200,000.

St. Louis, Mo.—Hall.—African Hall Association has awarded contract to E. A. Steinger for erection of hall; three stories, 50x112 feet; gas and electricity; cost \$50,000. Plans have been prepared by A. B. Groves. (Recently mentioned.)

St. Louis, Mo.—Garage.—Banner Land & Building Co. will erect garage; two stories; 60x150 feet; brick, stone and reinforced concrete; gas and electricity; cost \$20,000.

Sulphur, I. T.—Sanitarium and Bathhouse. Dr. Milo M. McKellar of Sulphur and Dr. O. W. McKellar, Chicago, Ill., will build sanitarium and bathhouse.

Washington, D. C.—Store Buildings.—Mrs. K. T. Carlisle, 1722 I street N. W., has awarded contract to John H. Nolan, 1413 G street N. W., for reconstruction of store buildings at 1307 F street N. W.; new store front of ornamental copper with marquise; ornamental-iron and plaster work; mahog-

any interior trim; electric wiring and fixtures; steam-heating system; cost \$12,000. Daniel Levy, Jeweler, 1337 F street N. W., will occupy one of the stores; Wood, Donn & Deming, architects, 808 17th street N. W.

Winston-Salem, N. C.—Jail.—Forsyth County Commissioners, Winston-Salem, N. C., will open bids October 25 for erection and completion of county jail according to plans and specifications by Frank P. Milburn & Co., Home Life Building, Washington, D. C. Plans on file with Register of Deeds and architects' office; certified check, \$10,000, payable to M. D. Bailey, chairman County Commissioners; bond, 50 per cent. of contract; usual rights reserved. Building will be fireproof, with steam heat.

MUNICIPAL BUILDINGS

Albany, Ga.—City Hall.—City has voted \$75,000 of public improvement bonds; Council appropriated \$15,000; will expend \$30,000 in erection of City Hall and barracks; C. W. Rawson, Mayor. (Mentioned in August.)

Milledgeville, Ga.—City Hall.—City will erect two-story city hall. Address The Mayor.

Roanoke, Va.—Market-house.—W. E. Thomas, City Clerk, will open bids October 25 for following improvements: Building extension to city market-house on Market square to line of Campbell avenue and remodeling present building so as to conform to plans and specifications of H. H. Huggins, architect; certified check, \$100. Providing necessary refrigerator boxes or cold-storage equipment according to specifications of H. H. Huggins, architect; certified check, \$50. Bidder will be required to give bond acceptable to city. Proposal forms, plans and specifications can be had at office of H. H. Huggins, architect; usual rights reserved.

Selma, Ala.—Hospital.—City has had plans prepared for erection of hospital costing about \$10,000. Address The Mayor.

OFFICE BUILDINGS

Ablene, Texas.—J. M. Radford awarded contract to G. W. Brillheart for erection of three-story-and-basement office building mentioned in August; steam heat; electric lights; approximate cost, \$50,000.*

Ansted, W. Va.—Ansted National Bank awarded contract to Snyder Construction Co. for erection of concrete-block bank building. (Recently mentioned.)

Batesburg, S. C.—First National Bank has had plans prepared by Wilson & Sompayrac, Columbia, S. C., for erection of bank building recently mentioned; contract to be let about October 15; two stories; 25x30 feet; electric lighting; cost \$6,000 to \$10,000.

Bay City, Texas.—V. L. LeTulle is having plans prepared for erection of store and office building; 100x100 and 50x100 feet; two stories; brick.

Black Mountain, N. C.—Commonwealth Bank, recently organized, awarded contract to Dougherty, Green & Dougherty for erection of bank building; architect, H. W. Fitch; fireproof building; two stories; concrete; steam heat; cost about \$9,000.

Charleston, S. C.—Southern Express Co. will erect brick building to be used as branch office and for storing freight; stables in annex.

Cordele, Ga.—Merchants & Farmers' Bank, L. O. Benton, Monticello, Ga., president, has awarded contract to an Atlanta firm for erection of bank building; four stories; cost \$40,000.

Kansas City, Mo.—Great Western Life Insurance Co., O. L. Van Laningham, president, is considering plans by Jarvis Hunt, Chicago, Ill., for erection of office building; 20 stories; 215 feet high; 96x115 feet; marble and terra-cotta; cost about \$1,500,000.

Macon, Ga.—Citizens' National Bank has awarded contract for erection of proposed bank building according to plans by Curran R. Ellis; structure will be 58x86 feet; front of pressed brick and marble; tile flooring; Broadus E. Willingham, president.

Mandeville, La.—St. Tammany Banking Co. & Savings Bank will erect bank building recently mentioned; cost about \$7,000; fireproof; 25x77 feet; steam heat; acetylene gas lighting; contract will be let to local contractor.

Oliver Springs, Tenn.—W. A. Geasland, Rockwood, Tenn., is preparing plans for bank building at Oliver Springs.

San Angelo, Texas.—J. S. Shupert is having plans prepared by R. S. Scott for erection of store and office building; press brick; stone trimmings; gas and electricity; cost \$20,000.

San Angelo, Texas.—T. W. Conerly has engaged O. Ruffin to prepare plans for store

and office building recently mentioned; 50x115 feet; electric and gas lighting; cost \$15,000 to \$18,000; contract to be let about November 1.

San Angelo, Texas.—San Angelo Bank & Trust Co., C. C. Walsh, Van Alstyne, Texas, president, will erect bank building.

San Antonio, Texas.—J. H. Frost, Houston, Texas, will erect office building; five stories; 100x80 feet; brick, steel and terra-cotta; composition roof; gas and electricity; plans by Sanguinetti & Staats of Houston and Dallas, Texas.

San Antonio, Texas.—Dr. A. C. McDaniels has had plans prepared by H. T. Phelps for erection of 10-story office building.

Tabor, N. C.—Bank of Tabor will erect brick bank building.

Washington, D. C.—Referring to office building to be erected at northeast corner F and 15th streets by W. O. N. Scott, 1711 Connecticut avenue, the following contractors are estimating on construction: Richardson & Burgess, Colorado Building, and Wm. P. Lipscomb & Co., 1405 F street N. W.; nine stories; steel frame fireproof construction; brick with limestone and copper trimmings; slate roof; interior marble; ornamental iron; electric wiring and fixtures; sanitary plumbing; steam-heating system; elevators. One-half of the structure will be erected at present at cost of about \$150,000; Bruce Price & de Sibour, architects, Washington Herald Building, 734 15th street N. W., Washington, D. C., and 1133 Broadway, New York.

Wheeling, W. Va.—Dollar Savings & Trust Co. has not selected architect to prepare plans for bank building recently noted to be erected; building to be fireproof, 4x128 feet.

RAILWAY STATIONS

Martinsburg, W. Va.—Cumberland Valley Railroad, T. J. Brereton, engineer, Chambersburg, Pa., is reported to erect passenger station at Martinsburg.

Memphis, Tenn.—Walter Harrison, Birmingham, Ala., will prepare final plans and supervise construction of proposed union passenger station for Memphis Terminal Railroad Co. Main station will be 200x200 feet, with 50-foot platform all around; yard with space for 40 coaches; express and baggage rooms, each 50x250 feet; reported about \$3,000,000 to be expended on passenger station and \$2,000,000 on terminals; John H. Watson, president. (Previously referred to at length.)

Temple, Texas.—Gulf, Colorado & Santa Fe Railway, C. F. W. Felt, chief engineer, Galveston, Texas, is reported as having plans prepared for erection of passenger station in Temple; reinforced concrete; Spanish mission style; waiting-room 40x34 feet; court 20 feet wide, paved with brick; cost about \$10,000.

SCHOOLS

Bardstown, Ky.—City has voted to erect school building at a cost of \$20,000; W. A. Rosenham, John E. Newman and others elected trustees.

Bartlett, Texas.—G. A. Lindemann, City Secretary, will open bids October 15 for erection of 11-room two-story brick or concrete-block school building; certified check, \$500, payable to order of E. F. Kelley, Mayor; bond, \$10,000. Plans and specifications on file in office of City Secretary and of A. O. Watson, architect, Austin, Texas; usual rights reserved. (Recently mentioned.)

Brackettville, Texas.—Henry Phelps, San Antonio, Texas, will prepare plans and specifications for erection of school building at Brackettville costing about \$20,000. (Recently mentioned.)

Chillicothe, Texas.—Board of Trustees, L. W. Alfred, secretary, will open bids October 1 for erection of \$15,000 school building. Plans can be seen at Herrin & Laird Bank.

Columbia, S. C.—South Carolina University will erect infirmary, for which \$15,000 is available; building committee has been appointed from board of trustees; architect not selected.

Covington, La.—C. Z. Williams will open bids October 12 for completion of school building partly constructed. Plans and specifications may be obtained from Andrew J. Bryan, supervising architect, Hennen Building, New Orleans, La. Contract price will be paid in certificates of indebtedness.

Dayton, Va.—Ashby School District will erect school building recently mentioned; cost \$10,000; Chas. M. Robinson, Richmond, Va., is preparing plans.

Del Rio, Texas.—City will vote on issuance of \$30,000 of bonds for erection of school building. Previous election has been annulled. Address The Mayor.

Elizabethton, Tenn.—City has had plans prepared by C. T. Stephenson, Knoxville,

Tenn., for schoolhouse recently mentioned; two stories and basement; brick; steam heat; electric lighting; cost \$15,000; bids to be opened October 1; J. M. Barnes, Mayor.

England, Ark.—Board of Directors, England Special School District, will open bids October 8 for erection of 10-room two-story brick school building according to plans and specifications by Charles L. Thompson, Little Rock, Ark., which can be seen at office of board at England or of architect at Little Rock; usual rights reserved; G. W. Morris president and James B. Gray secretary of board.

Flat River, Mo.—Board of Trustees Flat River School District will open bids October 3 for erection of Taylor Place Ward School building; two stories; brick; cost \$900. Plans have been prepared by A. H. Mitchell.

Huntland, Tenn.—Ed Love, Huntsville, Ala., has prepared plans for erection of school building at Huntland costing \$4000.

Lineville, Ala.—City has voted \$8000 of bonds for erection of school building. (Recently mentioned.) Address The Mayor.

Nixonville, Texas.—Nixon Independent School District voted bonds for erection of school building; will be of brick or stone construction; cost \$10,000. F. P. Penfield is secretary Board of Trustees.

North, S. C.—City will erect school building for which bonds were recently reported voted; plans by C. Gadsden Sayre, Peoples' Bank Building, Anderson, S. C. Trustees of North Special School District No. 34 will receive sealed proposals at North until October 22 for erection and completion of building according to plans of architects; certified check for \$400, payable to J. L. Reeves, clerk Board of Trustees, to accompany each bid; 75 per cent. to be paid to contractor as work progresses; balance on completion and acceptance of work; usual rights reserved.

San Antonio, Texas.—W. E. Tietze has contract at \$36,344 to erect additions to school building.

Sherman, Texas.—Bids will be opened October 9 for erection of brick school building. Plans and specifications on file in office of W. L. Gill, architect; certified check, \$500.

St. George, S. C.—Contract for erection of public-school building awarded to W. M. Warren, Branchville, S. C.; plans by C. Gadsden Sayre, Peoples' National Bank Building, Anderson, S. C.; heating contract to be awarded later. (Mentioned in August.)

St. Louis, Mo.—St. Agatha Congregation, Rev. Henry Schrage, pastor, is having plans prepared by James Stauder & Sons for erection of school and hall; 80x125 feet; gas and electricity; cost \$50,000.

Washington, D. C.—Church of Immaculate Conception, James D. Marr, rector, 1315 8th street N. W., is contemplating erection of three-story brick and stone school and assembly hall 60x107 feet. If work is decided on, B. Stanley Simmons, architect, 931 F street N. W., will prepare plans and specifications.

Washington, D. C.—District Commissioners have awarded contract to Burgess & Parsons, 627 F street N. W., for the construction of two-story brick addition to school building at Petworth at cost of \$23,687; Wm. L. Webster, architect, 23 Virginia avenue S. W.

Washington, D. C.—St. Thomas College, Rev. Joseph McSorley, superior, is reported as having plans and specifications made for erection of three or four-story school building to cost \$350,000.

University, Ala.—University of Alabama will erect buildings for which Frank Lockwood, Montgomery, Ala., was recently noted to have prepared plans; engineering building, cost \$100,000, will probably be of mill construction; museum (geology and biology), cost \$100,000, will be fireproof; power and heating building, cost \$50,000; steam or water heating; electric lighting; plans not completed and date for opening bids not fixed; G. H. Jones, bursar.

THEATERS

Graham, N. C.—Montwhite Theater Co. incorporated with \$10,000 capital stock by T. C. Montgomery, E. H. White and E. S. Parker.

WAREHOUSES

Baltimore, Md.—Henry Erdman, 1222 North Fremont avenue, will erect warehouse at 4 East Lombard street; four stories; 20x47.8 feet; brick with stone trimmings; slag roof; electric wiring and fixtures; sanitary plumbing; heating system; cost \$5000.

Bamberg, S. C.—Bamberg Cotton Mills Co., J. H. Cope, president and treasurer, will erect cotton warehouse at a cost of about \$8000.

Batesville, Miss.—Second Court District Farmers' Union Warehouse Co. incorporated with \$20,000 capital stock.

Bowman, Ga.—Farmers' Union Warehouse Co. incorporated with \$3700 capital stock by P. H. Halston, W. C. Roberts, A. A. Seymour and others.

Bristol, Tenn.—W. M. Hull will erect storage building.

Cuero, Texas.—R. C. Flick has plans prepared for erection of warehouse. Store building will be constructed later.

Cumby, Texas.—Farmers' Union Warehouse Co., recently reported incorporated, will erect \$2000 cotton warehouse; 48x80 feet; frame, covered with galvanized sheet-iron; J. S. Slagle will superintend work.

Fairmont, N. C.—Fairmont Cotton Storage Co., recently reported incorporated, will erect \$2800 warehouse; Robert Inman, architect and contractor; fireproof building; 50x100 feet; brick; O. I. Floyd, secretary.

Harwood, Texas.—Farmers' Union Warehouse Co. incorporated by G. N. Lampkin, J. W. Turner, T. C. Munford and others.

Hattiesburg, Miss.—Komp Mill Supply Co. will erect three-story brick warehouse.

Hertford, N. C.—T. R. Ward, T. F. Winslow, J. H. Parker and others will organize company with \$30,000 capital stock to build cotton warehouse.

Lake City, Ark.—Lake City Farmers' Union Warehouse Co. incorporated with \$5000 capital stock. William Mead is president, J. P. Hooker vice-president and A. F. Baker secretary-treasurer.

Manchester, Va.—R. A. Justis will erect brick warehouse.

Mill Haven (not a postoffice), Ga.—American Can Co., Savannah, Ga., will erect warehouse and wharf at Mill Haven.

Mountain Home, Ark.—Baxter County Farmers' Union Warehouse Co., recently reported incorporated, awarded contract to T. H. Henley for erection of \$1500 cotton warehouse; 50x80 feet; fireproof; corrugated-iron roofing and siding; plans by T. D. Lemon, president, Buford, Ark.*

Newton, Miss.—Farmers' Union Warehouse Co., recently reported incorporated with \$10,000 capital stock by D. E. Chapman and others, awarded contract to C. S. Norman for erection of warehouse 75x100 feet; frame; galvanized-iron covering; cost \$2000.

Paradise, Texas.—Farmers' Union Warehouse Co., recently reported incorporated, will erect warehouse to cost \$1750; plans by Farmers & Bankers' Association, Houston, Texas; contractor, C. S. Akridge, Houston, Texas; 64x96 feet; ironclad.

Quitman, Miss.—Farmers' Co-operative Union Warehouse Co., recently reported incorporated, will erect \$2500 warehouse; 64x96 feet; fireproof; president, W. H. Cooper; plans by directors; contractor, J. Lester Williams.

Trimble, Ky.—Richwood Distilling Co., Milton, Ky., will erect warehouse in Trimble; 82x168 feet; seven stories; capacity about 25,000 barrels.

Washington, D. C.—Charles Schneider Baking Co., 413-415 I street N. W., will erect warehouse on 4th street, between I and K streets N. W.; three stories; 90x100 feet; brick with stone trimmings; structural iron and steel; electric wiring and fixtures; elevator. J. H. Lane, 1735 3d street N. E.; Wm. P. Lipscomb & Co., 1405 F street N. W.; L. H. Emmert, 1110 15th street N. W.; Geo. A. Fuller Company, Munsey Building; Newman & Smith, Colorado Building, and Boryer & Smith, 1204 C street N. W., are estimating on construction; bids to be in October 5; Appleton P. Clark, Jr., architect, 905 F street N. W.

Winchell, Texas.—Winchell Warehouse Co. incorporated by Oak Lewis, G. W. Cloer, L. M. Cravens and others.

Winona, Miss.—Montgomery County Farmers' Union Warehouse Co. incorporated with \$20,000 capital stock.

RAILROAD CONSTRUCTION RAILWAYS

Alexandria, La.—The Kent Company, Ltd., has filed its charter, capital \$100,000, and among other things proposes to operate electric and other street railways; president, A. Albert; first vice-president, Wm. M. Cady; second vice-president, Benjamin Well; secretary and treasurer, Roy Albert. The directors include the first three officers and S. Barrett, W. B. Stewart, J. A. White, T. G. Bush, E. J. Hardtner, L. B. Baynard, Jr., J. H. Overton and C. M. Waters.

Alva, O. T.—The Alva & Southern Railroad Co. has been chartered to build a line 250 miles long from Kiowa, Kan., through

Woods, Dewey, Custer, Roger Mills and Greer counties in Oklahoma to the Red river; capital \$5,000,000; headquarters at Alva, O. T., and St. Louis, Mo. The incorporators are L. T. McKnight, president and general manager; J. B. Cheadle, vice-president; G. E. Autrey, secretary, and William Hayland, assistant secretary, all of Alva, and G. E. Autrey, treasurer, of Granton, O. T.

Amarillo, Texas.—A dispatch from Chicago says that the Rock Island system has ordered rails to build its proposed line from Amarillo, Texas, to Tucumcari, N. M., 110 miles.

Attalla, Ala.—The Alabama Northwestern Railway Co. is reported incorporated at Gadsden to build a line from Gadsden to the Tennessee river at or near Tusculum and Sheffield, Ala.; capital \$4000. The directors are President S. E. Gardner of Landersville, Ala.; First Vice-President J. C. Kumpe, Moulton, Ala.; Second Vice-President John W. Davis, Tusculum, Ala.; Secretary H. L. Hunter, Falkville, Ala.; A. L. Windham of Moulton, A. H. Tomlinson of Falkville and A. B. Turner of Walnut Grove. Route is via Attalla, Walnut Grove, Brookville, Falkville and Moulton, with a branch from the latter point to Clear Creek Falls. J. B. Sherrill of Falkville is mentioned as subscription agent; headquarters at Attalla.

Augusta, Ga.—Construction of the necessary connecting links of the Georgia & Florida Railway Co. between Augusta, Ga., and Madison, Fla., will be done by the Augusta Construction Co., which will sublet the work. John Scott of New York is president of the Construction Company; E. L. Bemis of Richmond, Va., is vice-president; F. V. Nolting of Richmond is secretary and treasurer, and G. B. Hazlehurst of Baltimore is chief engineer. This is the road backed by Middendorf, Williams & Co. and the International Trust Co. of Baltimore and John L. Williams & Sons of Richmond. Deeds have been passed conveying the several small railroads that are to be connected to the Georgia & Florida Railway Co.

Bartlesville, I. T.—Reported that a bonus of \$20,000 has been raised at Pond Creek, O. T., for the proposed St. Louis, Bartlesville & Pacific Railway, which proposes to build from Joplin, Mo., to connect with the Kansas City, Mexico & Orient Railway at either Cleo or Carmen, O. T. It is expected to begin grading by November 1.

Berkeley Springs, W. Va.—Reported that a railroad will be built to develop coal lands purchased by J. M. Guffey and others of Pittsburg in Hampshire and Morgan counties, West Virginia, and also in Frederick county, Virginia. H. L. Wise of Berkeley Springs may be able to give information.

Bowling Green, Ky.—Promoters at Evansville, Ind., are reported to be working on a plan to build an electric railway from Evansville to Henderson, Ky., and thence to Livermore, Calhoun, Woodbury and Bowling Green, Ky.

Brazoria, Texas.—Mr. W. F. Ramsey, chairman of the Board of Penitentiary Commissioners, Cleburne, Texas, informs the Manufacturers' Record that the railroad which the board is building from its sugar farm on the Clemens plantation to Brazoria is a little over five miles long and will be built almost entirely by convict labor. J. W. Wright, financial agent of the board, will direct the construction, and Capt. J. A. Herling is superintendent of the line, both at Huntsville, Texas.

Carlisle, Ky.—President J. A. Kauffman of the Kauffman Engineering Co., Salt Lick, Ky., writes the Manufacturers' Record that the Kauffman-Shaw Construction Co. is promoting the Olymplan Springs & Carlisle Railway, to be about 40 miles long from Olymplan Springs to Salt Lick, Owensville, Sharpburg, Moorfield and Carlisle. It is also intended to extend about 40 miles southward into the Morgan county coal fields. Some of the work is to be sublet. Railway company is not yet organized. It will be a steam road.

Catawba, S. C.—The Catawba Valley Railway, a Seaboard Air Line branch, has, it is announced, completed 21 miles of line and will be operated immediately. It runs from a connection with the Seaboard near Catawba Junction and runs to the Southern Power Co.'s plant at Great Falls.

Columbia, S. C.—The Southern Railway, it is reported, will spend a large sum to improve its yards at Roysters, near Columbia, to increase their capacity to 3000 cars. W. H. Wells is engineer of construction at Washington, D. C.

Danville, Ky.—Reported that J. F. Allen, president of the Danville & Scottsville Railroad Co., has floated \$2,000,000 of bonds for

the line, and also that he says work will begin in a few months. Right of way has been secured from Scottsville to McKinney.*

Fairmont, W. Va.—B. F. Overholt of Scottsdale, Pa., one of the incorporators of the proposed Fairmont & Southern Railroad, is reported as saying that the rights of way have been secured and more than 70 miles of the route have already been graded. The road will connect at Belington, W. Va., with the Western Maryland Railroad. A meeting of the incorporators is expected soon, but he is further quoted as saying that one concern alone will subscribe \$6,000,000 toward construction.

Fort Worth, Texas.—An officer of the Rock Island informs the Manufacturers' Record that while there is no doubt terminals will soon be built at Riverside, nothing has been decided. C. M. Case is chief engineer.

Fort Worth, Texas.—Construction has begun at Mineral Wells, Texas, on the interurban electric railway to Fort Worth projected by J. D. Beardsley, owner of the Mineral Wells Electric Railway. The American Engineering Co. of Indianapolis has the construction contract, and it is stated that a large force is already employed. The line will be about 50 miles long.

Greenville, Texas.—Several citizens of Greenville are reported to be organizing a company to build an electric railway from Greenville via Wolfe City to Bonham, Texas, 50 miles, with street railways in Wolfe City and Bonham.

Higginsville, Mo.—Capt. M. L. Belt of Higginsville is reported to be promoting a plan for a steam railroad from Higginsville to Warrensburg and Clinton, Mo. Survey has begun at Warrensburg. The Chicago & Alton Railroad is said to be interested, and W. D. Taylor, chief engineer at Chicago, may be able to give information.

Hopkinsville, Ky.—E. C. Weston, general manager of the Cairo & Tennessee River Railway Co., which proposes to build a line from Cairo, Ill., through Kentucky to Bristol, Tenn., is reported as saying that the contract for construction from Wickliffe to Hopkinsville, Ky., via Mayfield, Ky., has been let and that construction will begin within a month.

Houston, Texas.—Fremont Hill, president of the Yankton Southern Railroad Co., which acquired the Houston, Sabine & Red River line, is reported as saying that the engineers are at work in charge of C. S. Corrigan, chief engineer, north of Groveton, Texas, and will work toward the Red river. The entire line proposed is from Yankton, S. D., to Houston, Texas, and the route in the latter State touches Onalaska, Groveton, Palestine, Athens, Canton, Greenville, Wolfe City and other points.

Houston, Texas.—The Missouri, Kansas & Texas Railway, it is reported, will build a new yard at Eureka, about five miles west of Houston. J. W. Petheram is chief engineer at Dallas, Texas.

Houston, Texas.—The Trinity & Brazos Valley Railway is reported to have begun grading at Tomball, 32 miles north, which is a new division point, for yards, tracks, etc. P. G. Burns is chief engineer at Cleburne, Texas.

Jacksonville, Ala.—Reported that E. J. O'Brien has been given the contract to build a spur from the Seaboard Air Line to the Ide Cotton Mills in Jacksonville.

Jasper, Ala.—The Illinois Central Railroad is reported to have completed about 40 miles of track laying on its line from Corinth, Miss., to Haleyville, Ala., which will be altogether 80 miles long. The line is to be completed and in operation, it is expected, by January 1.

Jefferson, Texas.—Reported that the Jefferson & Northwestern Railroad will be converted to standard gauge and extended to Clarksville and thence to coal fields. C. E. Brown is chief engineer at Oak Cliff, Texas. It is also reported that a lumber concern will build a line to connect with the Kansas City Southern at Vivian, La.

Kansas City, Mo.—The Kansas City Southern Railway, it is reported, will spend a total of nearly \$8,000,000 for reconstructing its line between Kansas City and Port Arthur and improving it. As heretofore noted, some of this work is already under way. A. F. Rust is resident engineer at Kansas City, Mo.

Lafayette, La.—Reported that George A. Clark, formerly with the Frisco system, has been elected vice-president and general manager of the Eunice, Lafayette & Abbeville Railway Co. and will have charge of construction. Line will be 52 miles long. L. F. Lonnbladh is chief engineer. President James J. Lewis writes from Eunice, La., to the Manufacturers' Record confirming the

report of Mr. Clark's election and saying that it is expected to have surveys begun by October 10 and to let the contract as soon as estimates and surveys are finished. Line will run from Abbeville via Lafayette and Church Point to Eunice, La.

Leeper, Mo.—The Missouri Southern Railway is reported to be contemplating an extension to Van Buren, Ark., and perhaps beyond, starting from either Boyd or Tip-top. P. R. Walsh is general manager at Leeper, Mo.

Lenoir, N. C.—C. Vance Henkel of Statesville is quoted as saying that \$70,000 have been subscribed and that the rest of the \$125,000 necessary to build the proposed railroad from Lenoir to Blowing Rock, 25 miles, is in sight. Among those interested are L. P. Henkel, G. L. and J. M. Barnhart, Hutton & Bourbonnais, J. H. Beall, Dr. W. P. Ivey, G. F. Harper and H. C. Martin of Lenoir, N. C., besides others of Blowing Rock, Charlotte, Hickory, Gastonia and elsewhere. C. M. Miller of Salisbury, N. C., is engineer in charge.

Lexington, Ky.—The Lexington & Interurban Railway Co. has begun regular operation of its new line from Lexington to Frankfort, Ky., about 30 miles.

Lexington, Ky.—The Lexington Interurban Railway Co., it is reported, will very soon begin construction of its proposed line from Lexington to Nicholasville, Ky. Louis Des Cognets is vice-president at Lexington.

Little Rock, Ark.—W. M. Whitenton, division superintendent of the Rock Island, with office at Trenton, Mo., is reported as saying that the company will expend for improvements about \$1,000,000 at Little Rock, \$300,000 at Winnfield, La., and \$300,000 at Eldorado, Ark. J. B. Berry is chief engineer at Chicago, Ill.

Lubbock, Texas.—Mr. Ed Kennedy of Houston, Texas, writes the Manufacturers' Record that the Roswell Eastern Railroad Co. has been incorporated to build a line from Roswell, N. M., to Lubbock, Texas, 120 miles, of which 80 miles are in New Mexico and 40 miles in Texas. Mr. C. W. DeFreest, Roswell, N. M., is secretary.

Meridian, Miss.—Reported that a movement is under way to build an electric railroad from Meridian to Lauderdale Springs and Lauderdale, 23 miles northward. The Mayor may be able to give information.

Maryville, Tenn.—Reported that the Southern Railway will shortly begin construction on the line between Maryville, Tenn., and Bushnell, N. C., about seven miles of track being now laid out of Maryville.

Monticello, Ark.—Reported that the Rock Island System is preparing to build a line from Pine Bluff, Ark., to Monticello via Star City and Tyro, 55 miles. J. B. Berry is chief engineer at Chicago.

Mount Pleasant, Tenn.—J. E. Rhodes & Co. are reported to be pushing construction on the Swan Creek Valley Railway, which will be 18 miles long from Mount Pleasant to the Blue Rock phosphate fields in Lewis and Hickman counties. It is hoped to complete the grade this year.

Muskogee, I. T.—William Kenedick, president of the Missouri, Oklahoma & Gulf Railroad, is reported as saying that the company has placed nearly \$6,000,000 of bonds in France and expects to have 350 miles of line in operation next year; also that 100 miles are built south of Muskogee, and construction is under way on another 100 miles to Sherman or Denison, Texas. It is further proposed to build north from Muskogee to Pittsburg, Kan.

Muskogee, I. T.—Mr. A. L. Gibbs, chief engineer of the Great Southwestern Railway Co., Wagoner, I. T., writes the Manufacturers' Record that the proposed line will be about 1400 miles long from St. Louis, Mo., to El Paso, Texas. Operations will begin at Salisaw or Vian, I. T., on the Missouri Pacific Railway, and it is expected to begin work by January 1. R. B. Moseley is president, J. R. Rice vice-president and H. P. Moseley secretary, all at Muskogee, I. T., and Peter Deichman is secretary and general solicitor at Tulsa, I. T.

Natchez, Miss.—The Yazoo & Mississippi Valley Railroad (Illinois Central) is reported to be surveying for a branch from Melton Station to a point on the Mississippi river above Ashland plantation. Hyman Jacobs of Natchez is reported interested. A. S. Baldwin is chief engineer at Chicago.

New Orleans, La.—An official letter to the Manufacturers' Record says there is nothing in the report that the Texas & Pacific Railway has prepared plans to spend \$4,000,000 for terminal improvements at New Orleans.

Oklahoma City, O. T.—The Oklahoma Railway Co. is reported to be the new name adopted by the Oklahoma City Railway Co.,

and its capital stock has been increased from \$2,000,000 to \$3,000,000. Lines are to be built to other places, including Guthrie, Norman and Yukon. Another line may also be built from Spencer to Choctaw City via Oklahoma City to Yukon, and the mileage of the company will be increased from 12 miles to 125 miles. Some new lines are to be built in Oklahoma City. The directors of the company are Anton H. Classen, John W. Sbarrel, George H. Brauer, Henry M. Brauer, Charles W. Ford, Edward H. Cooke and J. M. Owen, all of Oklahoma City.

Onalaska, Texas.—L. T. Sloan, for the Beaumont & Great Northern Railroad Co., has, it is reported, applied for right of way near Beaumont for the proposed extension from Livingston to Beaumont, Texas. The William Carlisle Lumber Co. of Atchison, Kan., is back of the road.

Pawhuska, O. T.—J. H. Brewster, general manager of the proposed Cherryvale, Oklahoma & Texas Railway, Independence, Kan., is reported as saying that survey is made and right of way obtained, but date for receiving bids for construction is not yet fixed. J. B. Dalton is chief engineer at Lawrence, Kan. S. M. Porter of Caney, Kan., is president. The proposed line is from Cherryvale, Kan., to El Paso, Texas, 700 miles, with branches thus: From Caney, Kan., to Fayetteville, Ark., 150 miles; from Pawhuska, O. T., to South McAlester, I. T., 200 miles; from Childress, Texas, to Aransas Pass, Texas, 600 miles. Authorized capital, \$18,000,000.

Petros, Tenn.—An officer of the Louisville & Nashville Railroad writes the Manufacturers' Record denying the report that the company proposed to build line from Oliver Springs, Tenn., to coal lands on Flat Fork creek.

Reidsville, N. C.—R. E. Wysor has, it is reported, completed the survey for the Rockingham & Caswell Railroad from Yanceyville to Stoneville. The promoters are soliciting subscriptions from Reidsville, Leaksville, Stoneville and Wentworth townships.

Rusk, Texas.—The State railroad bonds, amounting to \$150,000 of 5 per cents., are being issued, and A. N. Barton, secretary of the Penitentiary Board at Austin, Texas, is reported as saying that the State railroad extension will be built to Palestine, Texas, or else to the nearest point on the International Great Northern Railroad. Construction is under way. The school fund will take the bonds.

Texico, Texas.—McGill & Steen, it is reported, have been given the contract to build 30 miles of the Santa Fe cut-off from Texico to Coleman.

Walkersville, W. Va.—The Walkersville & Ireland Railroad Co. has been chartered to build a line from Walkersville to Marlinton; capital \$25,000. The incorporators are W. E., W. B. and M. F. Wick of Ireland and R. H. Sawyer and W. H. Bailey of Grafton, W. Va.

Waller, Texas.—The Houston & Texas Central Railroad, it is reported, contemplates building a tap line from Waller to Sunny-side, about nine miles. I. A. Cottingham is engineer maintenance of way at Houston, Texas.

Waskom, Texas.—E. H. Ludlow is reported to be chief engineer for the tramroad of the Welmer Lumber Co. which is to be built from Waskom to either Center or Logansport.

Wichita Falls, Texas.—Concerning a report that the Wichita Falls & Southern Railway would extend its line to Cisco, Texas, Mr. J. W. Field, chief engineer, informs the Manufacturers' Record that no arrangements are made for an extension beyond the coal fields of Young county, and any reports to the contrary are premature.

STREET RAILWAYS

Jacksonville, Fla.—The Jacksonville Electric Co. has applied for permission to extend its line in the county. Hardy Croom is general superintendent.

Richmond, Va.—The Richmond & Henrico Railway Co. is reported to have started construction of its proposed line, but the grading contract is yet to be let; president, W. S. Forbes; vice-president, W. A. Jenkins. S. L. Kelly is general counsel, and Northern capital is said to be interested.

San Angelo, Texas.—J. H. Ransom of Hereford, Texas, president and general manager of the proposed San Angelo Street Railway, is reported as saying that work will begin in 60 or 90 days.

Sumter, S. C.—W. H. Ingram is reported as saying that construction will begin soon on the proposed electric street railway. W. H. Lyles and T. C. Williams of Columbia and others are also interested.

MACHINERY, PROPOSALS AND SUPPLIES WANTED

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The Manufacturers' Record has received during the week the following particulars as to machinery that is wanted.

Barrels.—C. J. B. Mitchell, Narrows Station, Chester P. O., Md., wants truck-barrel staves, heads and hoops.

Block and Tackle.—Thos. D. Lemon, Buford, Ark., wants block and tackle for cotton warehouse.

Boiler.—Bond-Williford Milling Co., Madison, Ga., wants to buy 35 to 40-horse-power return-tubular boiler.

Boiler.—H. A. Rathke, Nacogdoches Spoke & Handle Co., Nacogdoches, Texas, wants catalogues and prices on boilers.

Boilers.—Meyerord-Carter Company, Parkersburg, W. Va., wants prices on boilers.

Boilers.—Peacock's Iron Works, Selma, Ala., is in market for two second-hand boilers to develop 125 horse-power each; delivered Georgia.

Boilers.—Walter E. Brock, Leak & Marshall Building, Wadesboro, N. C., wants prices on boilers.

Bottle-washing Machinery.—Phos-Ferrone Bottling Works, 2318 Olive street, St. Louis, Mo., wants bottle-washing machinery.

Box Planer.—J. W. Miner, Ronda, N. C., wants 12 Frank cigar-box planer; second-hand.

Bridge Bolts.—See "Lumber."

Bridge Construction.—Bids will be received at office of H. F. Hodges, general purchasing officer, Isthmian Canal Commission, Washington, D. C., until October 24 for furnishing bridge. General information relating to circular No. 394 obtained from above office or offices of assistant purchasing agents, 24 State street, New York; Custom-house, New Orleans; 1066 North Point street, San Francisco, Cal., and 410 Chamber of Commerce Building, Tacoma, Wash.; also from Chief Quartermaster, Chicago; Depot Quartermaster, St. Louis; Depot Quartermaster, Jeffersonville, Ind., and Chief Quartermaster, Atlanta, Ga., and at U. S. Engineer Office in following cities: Baltimore, Philadelphia, Pittsburg, Boston, Buffalo, Cleveland, Cincinnati, St. Paul, Detroit and Milwaukee.

Building Materials.—Meyerord-Carter Company, Parkersburg, W. Va., wants estimates on building materials.

Candy-making Machinery.—J. E. Delane, Carrollton, Ky., wants candy-making machinery.

Cedar Poles.—See "Lumber."

Celluloid Manufactures.—H. E. Thompson, Denton, Texas, wants addresses of manufacturers of celluloid combs, etc.

Cement Machinery.—Cement Engineering Co., Aman Moore, president, Los Angeles, Cal., will want machinery for Portland-cement plant; 2000 barrels capacity daily; machinery to include power plant and crushing plant.

Concrete Work.—B. P. Brown, Jr., Ordinary Stephens county, Toccoa, Ga., will open bids October 24 for building reinforced concrete walls, concrete walks, grading and terracing plats around and through courthouse square (on which is being completed new courthouse for Stephens county), furnishing all materials and labor for completion of work; retaining wall on south side 400 feet long, east end 225 feet long, and west end 225 feet long, to be built of reinforced concrete, steel reinforcing to be approved by Ordinary and architect; eight sets of steps of concrete; walks, five feet, six feet and eight feet wide, respectively, etc.; plans and specifications, prepared by H. L. Lewman, architect, Louisville, Ky., on file in office of Ordinary; certified check, \$500, payable to B. P. Brown, Ordinary; usual rights reserved. (Previously mentioned.)

Cotton-mill Machinery.—F. E. Harrison, Abbeville, S. C., wants to correspond with makers of machinery for manufacturing bat-brigan.

Cotton Pickers.—See "Mattress Machinery."

Cotton-rope Machinery.—Atlanta Oil & Fertilizer Co., Box 492, Atlanta, Ga., wants cotton-rope machinery.

Crate and Basket Machinery.—Richard H. Beattie, Manzanillo, Cuba, wants addresses of manufacturers of crate and basket machinery for fruits and vegetables; pineapple and orange crates most used.

Crushing Plant.—Cement Engineering Co., Aman Moore, president, Los Angeles, Cal., will want crushing plant. (See "Cement Machinery.")

Drop Hammer.—Lexington Machine Works, Lexington, Tenn., wants drop hammer.

Drykiln.—E. M. Mallett, Thomasville, Ga., invites correspondence regarding installation of drykiln or steam drier for brick works.

Electric Machinery.—Lieber Cypress Co., Monroe, La., wants 200-light electric dynamo, complete.

Electric Machinery.—Argenta Ice, Cold Storage & Fuel Co., Argenta, Ark., will want electrical machinery.

Electric Plant.—Elkins Power Co., N. I. Hall, secretary, Elkins, Va., wants estimates on engineering and machinery for electric-light and power plant.

Electric Plant.—Citronelle Light & Power Co., Box 288, Hattiesburg, Miss., will want bids on machinery and supplies for electric-light and power plant.

Electrical Equipment.—Meyercoed-Carter Company, Parkersburg, W. Va., wants prices on electrical equipment.

Electrical Machinery.—Gulf Lumber Co. of Fullerton, La., will be in market for about \$100,000 worth of electrical machinery; two or three generators for light and power and about 35 motors for mill and power plant; 3000 lights to be supplied for operators' dwellings and plant. S. H. Fullerton of St. Louis, Mo., is president; George U. Borde, Hibernia Bank Building, New Orleans, La., engineer in charge. (Data furnished by correspondent of Manufacturers' Record, who mentions the want of this equipment as stated to him.)

Electrical Machinery.—Long Island Cotton Mills, George H. Brown, secretary-treasurer, Statesville, N. C., is ready to receive bids for electrical equipment that will develop 500 horse-power and transmit it one and three-quarter miles. Engineer has not been selected.

Elevator.—C. A. Stevenson, Gadsden, Ala., wants freight elevator.

Engine.—Bond-Willford Milling Co., Madison, Ga., wants to buy 25 to 30-horse-power engine.

Engine.—Peacock's Iron Works, Selma, Ala., is in market for high-speed engine to develop 400 to 500 horse-power; delivered Georgia.

Engine.—Lee Manufacturing Co., Thomasville, N. C., wants 125-horse-power Corliss engine.

Engine.—Lexington Machine Works, Lexington, Tenn., wants kerosene-oil engine.

Engines.—Walter E. Brock, Leak & Marshall Building, Wadesboro, N. C., wants prices on engines.

Engines.—See "Gasoline Engine."

Engines.—See "Oil Engine."

Engines.—Meyercoed-Carter Company, Parkersburg, W. Va., wants prices on engines.

Engines.—H. A. Rathke, Nacogdoches Spoke & Handle Co., Nacogdoches, Texas, wants catalogues and prices on engines.

Evaporators.—E. P. Verner, Parker Laboratory, 40 Broad street, Charleston, S. C., wants to correspond with manufacturers of machinery for evaporating fruits and vegetables.

Excelsior Machinery.—C. B. Carter, care of Fort Smith Bank & Trust Co., Fort Smith, Ark., wants to correspond with manufacturers of excelsior machinery.

Excelsior Machinery.—L. E. Schwartz, Mobile, Ala., wants addresses of manufacturers of excelsior machinery.

Excelsior Machinery.—Lexington Manufacturing & Development Co., Dermot Shemwell, secretary, Lexington, N. C., wants addresses of manufacturers of excelsior machinery.

Farm Implements and Wagons.—Thos. D. Lemon, Buford, Ark., wants farm implements and wagons.

Filters.—Board of Water Commissioners, Park Woodward, general manager, Atlanta, Ga., will open bids October 23 for furnishing and erecting complete sectional washing pressure filter plant to consist of eight units, each eight feet in diameter and 20 feet long, and have minimum guaranteed daily delivering capacity of 4,000,000 gallons when one unit is out of service during washing period; plant to be erected at water-works pumping station No. 2, on Southern Belt Railroad,

about three miles from city. Plans and specifications can be had on application to General Manager, Atlanta Water-works, Atlanta, Ga.; usual rights reserved.

Forges.—Lexington Machine Works, Lexington, Tenn., wants forges.

Furniture.—F. P. Penfield, secretary Board of Trustees, Nixonville, Texas, will want bids on school furniture.

Furniture Machinery.—Walter E. Brock, Leak & Marshall Building, Wadesboro, N. C., wants prices on machinery for manufacturing chairs, tables, etc.

Furniture Machinery.—Lee Manufacturing Co., Thomasville, N. C., wants machinery for manufacturing tables and hall racks.

Gasoline Engine.—J. W. Miner, Ronda, N. C., wants second-hand gasoline engine, five horse-power.

Gasoline (or oil) Engine.—J. D. Roberts, Mt. Olive, N. C., wants one-horse-power gasoline or oil engine to operate static (electric) machine; must be noiseless and odorless, easily operated and economical.

Graders.—E. S. McCarty, general manager Colorado, Oklahoma & Gulf Railway Co., Springer, I. T., wants to buy two railroad graders; 18 to 22-foot elevators, with suitable engines.

Hairpin Machinery.—H. E. Thompson, Denton, Texas, wants addresses of manufacturers of machinery for making hairpin novelties.

Hairpins.—H. E. Thompson, Denton, Texas, wants addresses of manufacturers of hairpins.

Handle Lathes.—H. A. Rathke, Nacogdoches, Spoke & Handle Co., Nacogdoches, Texas, wants catalogues and prices on automatic handle lathes.

Handle Machines.—J. G. Davis, secretary and manager Independence Electric & Milling Co., Independence, Va., wants prices on handle machinery.

Heating.—F. R. Anthony, county health officer, Maryville, Mo., wants estimates on heating plant for \$35,000 infirmary.

Heating Plant.—C. A. Stevenson, Gadsden, Ala., wants estimates on steam heating for \$25,000 apartment-house.

Heating System.—F. P. Penfield, secretary Board of Trustees, Nixonville, Texas, will want estimates on heating system for school.

Holisting Engines.—R. L. Beasley, Gordon, Ala., wants 10, 15 and 20-horse-power holisting engines without drum equipment.

Hub and Spoke Machinery.—J. G. Davis, secretary and manager Independence Electric & Milling Co., Independence, Va., wants prices on hub and spoke machinery.

Ice Machinery.—Argenta Ice, Cold Storage & Fuel Co., Argenta, Ark., will want machinery for 50-ton ice plant.

Ice Plant.—P. J. Brown, Albany, Ga., wants estimates on cost of ice plant.

Iron-working Machinery.—P. C. Jenkins, M.D., Roxobel, N. C., wants to correspond with manufacturers of machinery for making (butts, strap and T) hinges, etc.

Knitting Machinery.—R. H. Whitehead, Burlington, N. C., wants machinery for knitting hosiery.

Labeling Machines.—Dove Manufacturing Co., 2133 Magazine street, New Orleans, La., wants machines for labeling catsup, etc.; light hand-power or dynamo.

Laundry Machinery.—F. R. Anthony, County Health Officer, Maryville, Mo., wants estimates on steam laundry plant for \$35,000 infirmary.

Lead-pencil Machinery.—C. B. Carter, care of Fort Smith Bank & Trust Co., Fort Smith, Ark., wants to correspond with manufacturers of lead-pencil machinery.

Lighting Plant.—F. R. Anthony, County Health Officer, Maryville, Mo., wants estimates on lighting plant for \$35,000 infirmary.

Lumber.—See "Shingles."

Lumber.—Sunlight (Double Glass) Hotbed Sash Co., 506 Floyd street, Market Square, Louisville, Ky., wants prices on clear seasoned cypress in carload lots; mostly two-inch boards.

Lumber.—J. R. Ricker Company, Waco, Texas, wants quotations on 10,000 to 30,000 sawed ties, long-leaft yellow pine, 80 per cent. heart, 6x8 inches by 8 feet, f. o. b.; also on five miles cedar or chestnut telegraph poles, 200 6x8 inches by 8 feet long yellow-pine ties, 80 per cent. heart; bridge bolts, washers, boot spikes, f. o. b. cars Mineral Wells, Texas.

Machine-shop Equipment.—Lexington Machine Works, Lexington, Tenn., wants stamping presses, drill presses, planer, power hack saws, drop hammer, lathes, forges, etc.

Mattress Machinery.—Markley Hardware & Manufacturing Co., Inc., Greenville, S. C.,

wants addresses of manufacturers of cotton-mattress machinery, especially those making hand machines for picking cotton to be made into cotton mattresses.

Metal Frames.—G. W. Brillhart, Abilene, Texas, wants metal frames for \$30,000 building.

Metal-working Machinery.—See "Punch and Bender."

Mill Supplies.—Skyland Hosiery Co. of Flat Rock, N. C., will want pulleys, bangers, belting and other mill supplies. Address F. S. Wilcox, Lynn, N. C.

Mill Supplies.—Meyercoed-Carter Company, Parkersburg, W. Va., wants prices on mill supplies.

Miscellaneous Supplies.—Bids will be received at office of H. F. Hodges, General Purchasing Officer, Isthmian Canal Commission, Washington, D. C., until October 23 for furnishing block and phosphorous tin, malleable castings for dump cars, grease cups, wire screenings, etc. General information relating to Circular No. 395 obtained from above office or offices of assistant purchasing agents, 24 State street, New York; Customhouse, New Orleans; 1086 North Point street, San Francisco, Cal., and 410 Chamber of Commerce Building, Tacoma, Wash.; also from Chief Quartermaster, Chicago; Depot Quartermaster, St. Louis; Depot Quartermaster, Jeffersonville, Ind., and Chief Quartermaster, Atlanta, Ga., and at U. S. Engineer Office in following cities: Baltimore, Philadelphia, Pittsburg, Boston, Buffalo, Cleveland, Cincinnati, St. Paul, Detroit and Milwaukee.

Mixer.—Dove Manufacturing Co., 2133 Magazine street, New Orleans, La., wants mixer for mustard (table use), wood, hand-power or small dynamo; also mixer for extract of pepper, wood, hand-power or small dynamo.

Mixers (Feed).—W. R. Smith-Vaniz, Box 248, Brookhaven, Miss., wants to correspond with manufacturers of machinery for mixing cattle feed, etc.

Nails.—See "Roofing and Siding."

Naval Supplies.—Proposals will be received at Bureau of Supplies and Accounts, Navy Department, Washington, D. C., until October 8 to furnish at navy-yard, Pensacola, Fla., naval supplies as follows: Schedule 34—Motors, waterproof cable, iron rivets, mild steel, steel and iron pipe, valves, iron and steel pipe fittings, Schedule 35—Copper pipe. Applications for proposals should designate the schedules desired by number. Blank proposals furnished upon application to navy pay office, Pensacola, Fla., or to bureau; E. B. Rogers, paymaster-general, U. S. N.

Naval Supplies.—Proposals will be received at Bureau of Supplies and Accounts, Navy Department, Washington, D. C., until October 8 to furnish at Naval Academy, Annapolis, Md., naval supplies as follows: Schedule 347—Material for two steel towers. Schedule 348—Electrical supplies, hardware and tools, sheet copper, bar iron, tool steel, sextants, artificial horizons, barometers, etc., blackboard globes, sporting goods, carpets, charcoal. Applications for proposals should designate schedules desired by number. Blank proposals furnished on application to navy pay office, Baltimore, Md., or to the bureau; E. B. Rogers, paymaster-general, U. S. N.

Naval Supplies.—Proposals will be received at Bureau of Supplies and Accounts, Navy Department, Washington, D. C., until October 8 to furnish at navy-yard, Norfolk, Va., naval supplies as follows: Schedule 346—Double-braided wire, cabinet and panel board, electric chandeliers, etc., globes and reflectors, electric fittings. Schedule 349—Tools, pneumatic drills, vises. Schedule 352—Hackmatack knees. Schedule 353—Condenser tubes. Applications for proposals should designate schedules desired by number. Blank proposals furnished on application to navy pay office, Norfolk, Va., or to bureau; E. B. Rogers, paymaster-general, U. S. N.

Naval Supplies.—Proposals will be received at Bureau of Supplies and Accounts, Navy Department, Washington, D. C., until October 8 to furnish at navy-yard, Washington, D. C., naval supplies as follows: Schedule 349—Twist drills, hack-saw frames and blades, Renshaw ratchet drills, aluminum wheels, parts for air drills, arbors, vises, iron pipe, brass and iron unions, iron pipe fittings, bibbs, valves. Schedule 350—Cold-drawn steel, garden hose, acids, sodium nitrate, unspun cotton, thermometers. Applications for proposals should designate schedules desired by number. Blank proposals furnished on application to bureau; E. B. Rogers, paymaster-general, U. S. N.

Oil Engine.—J. W. Miner, Ronda, N. C., wants second-hand oil engine, five-horse-power.

Paper-bag Machinery.—National Paper Bag Co., 114 South 2d street, Philadelphia, Pa., in market for machinery for making paper bags; bags to be printed in big sheets, six to ten at one time on a sheet; they are then cut apart to size of bag when flat; outside paper of bag is then put into a pile, also the liner in a pile, each by themselves; then fed automatically into machine, the liner meeting the outside and laid on top of same; then formed into a square shape; company wants machine to automatically feed from cut blanks and turn out bag complete, lined as shown by sample which will be furnished.

Paving.—City of Clarksville, Ark., wants bids on construction of concrete sidewalks to amount of \$10,000 or \$15,000. Address Sam Lacer, Commissioner.

Paving.—Baltimore (Md.) Board of Awards, City Hall, will receive bids until October 9 to grade, curb and pave with macadam portions of Yale and Walrad avenues. Specifications and proposal sheets can be obtained from Commissioners for Opening Streets, James H. Smith, president, Iloen Building, Lexington and Holiday streets.

Paving.—Bids will be opened October 8 at office of John M. G. Carrera, City Clerk, St. Augustine, Fla., for paving San Marco avenue from City Gates to Barnard street. City will furnish all material. Specifications can be seen at office of City Clerk.

Paving.—W. M. Wilson, City Engineer, Gadsden, Ala., will open bids October 12 for about 20,000 square yards of sidewalk paving and about 30,000 linear feet of combined curb and gutter. Plans and specifications on file in office of City Engineer; usual rights reserved.

Piping.—J. R. Ricker Company, Waco, Texas, wants quotations on piping as follows: One car black, 6 to 12 inches; one car black, 12 inches and under; one car galvanized, 12 inches and under; one car black, 6 to 12 inches; one car black, 6 inches and under; one car galvanized, 12 inches and under, f. o. b. Waco.

Plumbing.—C. A. Stevenson, Gadsden, Ala., wants estimates on plumbing for \$25,000 apartment-house.

Power Plant.—Cement Engineering Co., Aman Moore, president, Los Angeles, Cal., will want power plant. (See "Cement Machinery.")

Punch and Bender.—Ford-Osborn Lumber & Mill Co., Cleburne, Texas, wants to buy punch and bender, single or combined, for punching three-quarters channel in fireproofing work.

Punch and Shear.—V. E. Sapp, New River, Fla., wants power punch and shear.

Quarrying Machinery.—T. H. Gosorn, 130 Massachusetts avenue N. E., Washington, D. C., wants information and prices on machinery for quarrying slate and preparing slate mantels, urinal slabs, shingles, etc., for market.

Railway Locomotive.—P. O. Box 186, Hattiesburg, Miss., wants to purchase 38 or 39-ton standard-gauge geared locomotive in good condition.

Reinforced Concrete Work.—See "Roofing."

Roofing.—Bernard R. Green, superintendent of construction, Library of Congress, Washington, D. C., will receive bids until October 24 for furnishing, delivering and putting in place complete roof covering, comprising reinforced concrete or other fireproof material, sheet copper work and skylights, and for furnishing green roofing slate for new building for National Museum. Specifications will be furnished on application.

Roofing and Siding.—Thos. D. Lemon, Buford, Ark., wants corrugated-iron roofing and siding, galvanized; also wants nails.

Saw.—V. E. Sapp, New River, Fla., wants band saw.

Sawmill Equipment.—J. H. Blake Lumber Co., Rowesville, S. C., in market for new or second-hand seven or eight-foot band mill; band filing-room machinery; two saw trimmers; double-drum, nine-inch cylinder log skidder and necessary equipments; 25 to 30 live rolls; 9x38 steam feed; steam nigger; steam log loader.

Scales.—Thos. D. Lemon, Buford, Ark., wants scales for warehouse, etc.

Sewer Construction.—Bids will be opened at office of City Clerk, Hattiesburg, Miss., October 15 for construction of sanitary sewers and appurtenances. Approximate quantities of work are as follows: 2640 linear feet 15-inch sewer, 6150 linear feet 10-inch sewer, 6708 linear feet eight-inch sewer, 43 manholes and seven flush tanks. Proposal blanks furnished at office of J. H. Putnam, City Engineer. Certified check, payable to city of Hattiesburg, for amount equal to 10 per cent. of bid. Further information obtained at office of City Engineer; usual rights reserved.

Sewer Construction.—Board of Public Works, H. F. Van Dusen, chairman, Chattanooga, Tenn., will open bids October 15 for construction of a brick egg-shaped main sewer and appurtenances, including certain lateral sewer connections, on Chestnut street, according to plans and specifications by and under direction of City Engineer. Blank forms for proposal, contract and bond, with blueprint plans and profiles will be furnished by depositing \$5 with Clerk of Board. Certified check for \$5000, payable to T. J. Gillespie, City Treasurer; corporate bond of not less than one-half amount of bid; usual rights reserved.

Sheet-metal Work.—See "Roofing."

Shingles.—J. B. Ricker Company, Waco, Texas, wants quotations on six carloads Louisiana red cypress shingles as follows: Five and six-inch bests, four-inch bests, five and six-inch primes, four-inch primes, five and six-inch economics, stor "A" stores; f. o. b. Waco.

Slateworking Machinery.—See "Quarrying Machinery."

Starch-making.—E. Anton, Box 667, Beaumont, Texas, wants addresses of manufacturers of starch-making machinery and supplies.

Steel Barrels.—Texas Cooking Oil Co., Burlington, Texas, wants addresses of manufacturers of steel barrels; capacity 30 to 60 gallons.

Tanks.—R. L. Bensley, Gordon, Ala., wants portable water tanks.

Trip Hammer.—V. E. Sapp, New River, Fla., wants trip hammer.

Trucks.—Thos. D. Lemon, Buford, Ark., wants cotton-warehouse trucks.

Water-works.—See "Filters."

Water-works.—G. R. Lynch, Recorder, Union, W. Va., will open bids October 5 for materials and construction of water-works; materials to be furnished consist of about 7000 feet of five-inch black (merchants' wrought-iron) pipe, 900 feet of four-inch pipe, same quality; strainer, gate valves, stopcock, crosses, reducing tees, plugs, double-nozzle hydrants, flange unions, etc.

The work to be done consists of trenching (total distance about 8500 feet), construction of reservoir and dam, and installation of the plant, complete, in accordance with the specifications. Bids will be received (1) for the construction of the plant as a whole, contractor to furnish pipe and all other materials and component parts; (2) for pipe and all other component parts and materials only; (3) for installation of plant only, including trenching, pipe and other materials to be furnished to the contractor; (4) for trenching only; (5) for trenching and reservoir only; and (6) for reservoir and dam only. Entire work of construction to be completed and plant installed in all its parts by December 10; bond in sum of three-fourths of contract price; plans and specifications will be furnished bidders at a distance on deposit of certified check of \$5; usual rights reserved; A. S. Johnston and Mr. Lynch, water-works committee.

Welding Machines.—Lexington Machine Works, Lexington, Tenn., wants welding machines, electric or otherwise.

Well Drilling.—A. D. Donaldson, Elba, Ala., wants to let contracts for boring large number of three or four-inch artesian wells. Wells already operated are from 140 to 180 feet in depth.

Wire Glass.—G. W. Brillheart, Abilene, Texas, wants sash wire glass.

Wire-weaving Machinery.—Coffield Hardware Co., Rockdale, Texas, wants to correspond with manufacturers of machinery for weaving wire baskets.

Wood Pipe (Tobacco) Stems.—National Cob Pipe Works, Union, Mo., wants to correspond with manufacturers of square wood pipe stems.

Wooden Buttons.—Queen Chair Co., Thomasville, N. C., wants addresses of manufacturers of wooden buttons for plugging screw-holes in manufacturing chairs.

Wrapping Machine.—Dove Manufacturing Co., 2133 Magazine street, New Orleans, La., wants wrapping machine for outside wrappers on sauce bottles; light hand-power or dynamos.

In system are specified and clearly set forth in a leaflet now being distributed among those people who are interested in the subject of perfected concrete blocks for building construction. The system is that which the Francis Machinery Co. has adopted in manufacturing its concrete-block machinery, and full details can be obtained by addressing the offices at 806 Chestnut street, St. Louis, Mo.

Technical Paints for Metal.

Those who are interested in technical paints for metal are advised that there is now being distributed a pamphlet entitled "Technical Review of Paints for Metal." This publication contains data which the user of paints should have at hand for study and ready reference, and will aid him in so selecting and applying coatings on metals as to obtain the greatest possible protection. It tells of the reasons of paint decay, refers to the use of linseed oil versus paint as priming coats for metal, reinforced concrete and cement coating, protecting bridges from gases and blasts of locomotives, structural-iron paint, carbon black, etc. In fact, the publication covers the subject in a complete manner, its author being Frank P. Cheesman, who is well known for his knowledge of the subject. Accompanying illustrations and results of tests, letters from engineers and other data make the pamphlet entirely complete. For a copy of the review address the National Paint Works of Williamsport, Pa., the well-known manufacturer of paints used in all sections of the country.

Exhibit of Bookkeeping Machine.

"The Bookkeeping Machine, and How It Does It" will be the subject of an educational exhibit by the Burroughs Adding Machine Co. of Detroit, Mich., at the New York business show. This is to be somewhat of a departure from usual exhibits. It will be held independently of the selling end, directed by the Burroughs' business systems department. Modern methods of accounting, auditing and cost-keeping will be fully explained by experts and demonstrated by practical work on the Burroughs machine. In making these demonstrations fac-simile forms will be used, showing the systems and short cuts actually in use by large concerns in various lines of business, including leading banks, railroad offices, industrial corporations, insurance companies, department stores and retail establishments of all kinds, both large and small. There will be something of interest for every man whose daily work has anything to do with figures, and all of the systems to be shown will interest the employer quite as much as the employee, for, as Mr. Lewis says in one of his Burroughs booklets, "The most interesting part of the payroll is the part of it where you (the employer) get yours—which depends on how much you have to give others for doing what a Burroughs might do." One feature of the exhibit will be a display of the Burroughs "long line," including nearly all of 47 distinct styles of Burroughs machines. Among these will be all of the new bookkeeping machines and the remarkable automatic statement machines; machines "split" for dates, or to list and add debits and credits simultaneously; machines to handle fractions, yardage, tonnage, English currency, etc. Some of these machines have not been exhibited in public to any general extent, and it is expected that they will attract a great deal of interest at the show.

Fred W. Wolf Ice Machinery.

Many large and small installations of ice and refrigerating machinery are listed in the recent contracts of the Fred W. Wolf Company of Chicago. They include 11 contracts for equipment throughout the South. The list is as follows: Relland Packing Co., Grand Rapids, Wis., 25-ton refrigerating plant; Jones Dairy Farm Co., Fort Atkinson, Wis., 20-ton refrigerating; Powers Mercantile Co., Minneapolis, Minn., 25-ton refrigerating; Consumers' Ice & Cold Storage Co., El Paso, Texas, 150-ton refrigerating machine and 30-ton freezing system; Texas Refining Co., Greenville, Texas, 25-ton refrigerating machine and piping for tank; Clinton (O. T.) Ice & Compress Co., Clinton, O. T., additional brine pipe, condensers and fittings; Marathon (Wis.) City Brewing Co., Marathon, Wis., large order direct-expansion piping; Hatley Cold Storage Co., Chicago, 100-ton refrigerating plant, with brine piping, brine coolers and tank; Piel Bros., Brooklyn, N. Y., 240-ton refrigerating; Topeka (Kan.) Cold Storage, Ice & Fuel Co., 100-ton refrigerating machine and high-pressure slide; Abbeville (S. C.) Ice, Laundry & Fuel Co., 15-ton ice plant; Merchants & Planters' Oil Co., Houston, Texas, 25-ton refrigerating machine; Altus (O. T.) Ice & Fuel Co., 20-ton ice; Longmont (Col.) Ice & Cold Storage Co., 15-ton ice; Loveland (Col.) Ice, Storage & Produce Co., 40-ton machine

and 15-ton ice; Hope (Ark.) Ice & Coal Co., 75-ton refrigerating and 30-ton ice; Merckel (Texas) Light & Power Co., 15-ton ice; Consumers' Ice & Cold Storage Co., El Paso, Texas, 14 sections of condenser, with pans, pump, etc.; E. Haby, Lampasas, Texas, 15-ton ice plant; Texas & Pacific Coal Co., Thurber, Texas, ammonia condensers and distilling apparatus; Upper Peninsula Brewing Co., Marquette, Mich., direct-expansion piping; Polish Brewing Co., Stevens Point, Wis., 20-ton refrigerating; Elgin (Ill.) National Brewery, 12-ton refrigerating; E. S. McKee, Holly, Col., 30-ton refrigerating; Hygeia Brewing Co., Passaic, N. J., direct-expansion piping, and R. F. Hodgins and V. Kaezyneki, Kansas City, Mo., 25-ton ice.

The Cotton Movement.

In his report for September 27 Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during 27 days of the season was 741,055 bales, a decrease under the same period last year of 143,383 bales. The exports were 262,435 bales, a decrease of 93,147 bales. The takings were, by Northern spinners, 71,010 bales, a decrease of 15,030 bales; by Southern spinners 178,120 bales, an increase of 4632 bales.

FINANCIAL NEWS

The MANUFACTURERS' RECORD invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

Review of the Baltimore Market.

Office MANUFACTURERS' RECORD, Baltimore, Md., October 2.

Dullness continues in the Baltimore stock market, with prices about steady, although some declines were recently shown in sympathy with the drop in New York.

In the trading during the past week United Railways incomes sold from 50½ to 50; the funding 5s from 78¼ to 78; the funding scrip at 77¾ to 78; United 4s at 84½ to 84; Consolidated Gas 6s, 102¾; do. 4½s, 93¾; Seaboard 10-year 5s, 94½ to 94¾; Mt. Vernon-Woodberry Cotton Duck 5s, 76¾; G.-B.-S. Brewing incomes, 20¼ to 18½; do. 1sts, 45½ to 45.

Bank of Baltimore shares sold at 120; Old Town, 12¾; Farmers and Merchants', 50; Merchants' 171; Mechanics' Bank, 26½. Maryland Casualty sold at 60; Mercantile Trust, 121 to 120.

Other securities were dealt in as follows: Consolidation Coal, 87½; Georgia, Carolina & Northern 5s, 102; Norfolk Railway & Light stock, 18; do. 5s, 94; Northern Central Railway stock, 89 to 88¾; Central of Georgia 1st 5s, 108; Knoxville Traction 5s, 102½; Virginia Midland 5th 5s, 104 to 104½; Atlanta & Charlotte extended 4½s, 98¾; Anacostia & Potomac 5s, 102 to 100; Norfolk & Carolina 1st 5s, 110¾; Wilmington & Weldon 5s, 109¾; Baltimore City 3½s, 1936, 93; City & Suburban (Washington) 5s, 100¾; Colorado Southern 4s, 84½ to 84; Atlanta Consolidated Street Railway 5s, 101½; Georgia & Alabama Consolidated 5s, 101; Baltimore, Catonsville & Ellicott's Mills 5s, 104¾; Lexington Railway 5s, 98; Charleston & Western Carolina 5s, 104.

SECURITIES AT BALTIMORE.

Last Quotations for the Week Ended October 2, 1907.

Railroad Stocks.	Par.	Bid.	Asked.
Georgia Sou. & Fla. 1st Pfd.	100	97	97
Seaboard Company Common	100	11	13
Seaboard Company 1st Pfd.	100	65	65
United Railways & Elec. Co.	50	11½	12¼
Bank Stocks.			
Citizens' National Bank	10	32	32
Commer. & Far. White Ctrs.	100	122	122
Commer. & Far. Blue Ctrs.	100	130	130
Provers & Mech. Nat. Bank	100	238	238
Farmers & Mer. Nat. Bank	40	50	50
First National Bank	100	145	145

INDUSTRIAL NEWS OF INTEREST

Agency for Industrial Cars.

An agency is ready to be named for the sale of logging and mining cars built at a prominent Southern plant. Dealers desirous of making the contract are invited to write for information. Address G. G., care of the Manufacturers' Record.

Wants to Represent Belt Manufacturers.

Belt manufacturers are invited to correspond with Chas. A. Tappan, 18 North Hudson street, Oklahoma City, O. T. He is desirous of making agency arrangements with a high-grade belt company.

Agents Wanted by St. Louis Company

The St. Louis Surfactant & Paint Co., 26 South Commercial street, St. Louis, Mo., is prepared to appoint agents for the sale of its products. Representatives in the South are invited to correspond relative to the products offered and the terms to agents.

Mexican Land Investment Offered.

A Mexican land investment is offered by W. A. Webber, 617 Walnut Building, St. Louis, Mo. The land is located in Chihuahua, 65 miles from El Paso, Texas, and is said to be good farming property, with plenty of timber and water, besides having railway transportation at hand.

For a Sugar Refinery.

The lands of Rapides parish, in Louisiana, are adapted to the growing of sugar-cane, and a central sugar refinery is needed to work up the product of the region. It is stated that Alexandria is an ideal location for such a plant, and the secretary of the Alexandria Progressive League, Alexandria, La., invites inquiries for particulars.

Cotton Mill on Market.

It is not often that a Southern cotton mill is offered for sale. One of the few instances of such an offering is an established plant in Georgia with a daily output of three bales of duck or yarns. There is space in the building for installing additional machinery. For particulars address Howard P. Park, 1207 Fourth National Bank Building, Atlanta, Ga.

Print Works for Sale.

On October 10 there will be held a public sale which should interest people concerned in machinery for print works. This sale will offer to purchasers the equipment of the

Allen Print Works at Providence, R. I. Catalogues presenting full details have been issued as a guide to prospective buyers. For a copy address Messrs. J. E. Conant & Co., auctioneers in charge, Lowell, Mass.

Orders for Fernholz Machinery.

The Fernholz Brick Machinery Co. of St. Louis, Mo., is continuing to receive many orders for machinery used in manufacturing building bricks. It has recently shipped three machines of 20,000 capacity daily each to Nebraska, Iowa and Tennessee. The names of those ordering these machines were noted last week, the name of the Fernholz Brick Machinery Co. having been erroneously printed.

To Exhibit Metal Polishes.

Among the interesting exhibits at the New England Food Fair and Housefurnishing Exposition to be held in Mechanics' Hall, Boston, will be that of George Wm. Hoffman, 549 East Washington street, Indianapolis, Ind. Mr. Hoffman will present in an attractive and practical way the merits of the metal polishes he manufactures and which have met with such favor throughout the country. Samples will be distributed.

Mr. Abbe Returns from Europe.

Mr. Max F. Abbe, president of the Abbe Engineering Co., New York, has just returned after a five-months' trip in Europe. He visited England, Belgium, France and Germany, and in several of these countries he made contracts for the manufacture of his tube mills and linings under various patents that he owns. In Germany he made a contract with the Fried. Krupp Aktiengesellschaft Grusonwerk at Magdeburg-Buckau for the building in the United States of their celebrated excelsior mills, of which the Krupp people have sold 30,000 in various parts of the world. The Abbe Engineering Co. will be ready within a month to supply the trade with mills of this type.

Berlin System Concrete Blocks.

It is stated that the difficulty experienced in making hard, damp-proof concrete building blocks that look like stone—of Portland-cement concrete—is entirely overcome by using the Berlin system in making the blocks. This system is understood to do away with the necessity for sprinkling the blocks after they are molded, the blocks are strictly damp-proof, and walls made of them will not sweat. The advantages of the Ber-

Merchants' National Bank.....	100	171	...
National Bank of Baltimore.....	100	119 1/2	...
National Bank of Commerce.....	15	26 1/2	...
National Howard Bank.....	10	12 1/2	12 1/2
National Marine Bank.....	30	37 1/2	...
National Mechanics' Bank.....	10	26 1/2	...
National Union Bank of Md.....	100	12 1/2	27 1/2
Third National Bank.....	100	112	112 1/2

Trust, Fidelity and Casualty Stocks.			
American Bonding Co.....	25	45	...
International Trust.....	100	145	...
Maryland Casualty.....	25	60	...
Mercantile Trust & Deposit.....	50	117	122 1/2

Miscellaneous Stocks.			
Ala. Con. Coal & Iron Pfd.....	100	74	80
Con. Cotton Duck Common.....	50	80	11
Con. Cotton Duck Pfd.....	50	27	30
Con. Gas, Elec. Lt. & P. Com.....	...	28	...
Con. Gas, Elec. Lt. & P. Pfd.....	...	85	...
Consolidation Coal.....	87	87 1/2	...
G. B. S. Brewing Co.....	100	2 1/2	4 1/2
Georges Creek Coal.....	100	73	...

Railroad Bonds.			
Atlanta & Charlotte Ext. 4 1/2s.....	98	88 1/2	...
Atlantic Coast Line 1st 4s, 1952.....	101	105 1/2	...
Baltimore & Harrisburg 5s, 1938.....	101	105 1/2	...
Carolina Central 4s, 1949.....	90	90	...
Charleston & West. Car. 5s, 1946.....	103	104 1/2	...
Char. Col. & Aug. 1st 5s, 1910.....	101	...	...
Char. Col. & Aug. 2d 7s, 1910.....	104	...	...
Coal & Iron Railway 5s, 1920.....	108	...	...
Columbia & Greenville 1st 5s, 1916.....	108	...	...
Georgia & Alabama 5s, 1945.....	101	...	...
Georgia, Car. & North. 1st 5s, 1929.....	101 1/2	103	...
Georgia Pacific 1st 5s, 1922.....	112 1/2	113 1/2	...
Georgia Sou. & Fla. 1st 5s, 1945.....	105	105 1/2	...
Petersburg, Class B 5s, 1926.....	114	117	...
Piedmont & Cum. 1st 5s, 1911.....	96	...	...
Savannah, Fla. & West. 5s, 1934.....	106	108	...
Seaboard Air Line 5s, 1950.....	94	95 1/2	...
Seaboard Air Line 5s, 10-year, 1911.....	94 1/2	95	...
Southern Railway Co. 5s, 1944.....	101	...	...
Virginia Midland 2d 5s, 1911.....	103	...	...
Washington Terminal 3 1/2s.....	84 1/2	...	...
Western Maryland new 4s, 1952.....	69	70	...
Western Maryland 2d 4s.....	54 1/2	...	...
Western North Car. Con. 6s, 1914.....	108 1/2	...	...
West Virginia Cent. 1st 5s, 1911.....	103 1/2	...	...
Wilmington, Col. & Aug. 6s, 1910.....	102 1/2	...	...
Wilmington & Wel. Gold 5s, 1935.....	108 1/2	...	...

Street Railway Bonds.			
Anaesthia & Potomac 5s, 1940.....	99	100	...
Atlanta Con. Street Rwy. 5s.....	101 1/2	102 1/2	...
Augusta Rwy. & Elec. 5s, 1940.....	99	...	...
Baltimore City Pass. 5s, 1911.....	192	...	...
Balto., Sp. Pt. & Ches. 4 1/2s.....	89	90 1/2	...
Baltimore Traction 1st 5s, 1929.....	108	...	...
Cent. Rwy. Con. 5s (Balto.), 1932.....	108	...	...
Cent. Rwy. Ext. 5s (Balto.), 1932.....	107	...	...
Charleston Con. Electric 5s, 1939.....	90	...	...
City & Suburban 5s (Balto.), 1932.....	106 1/2	...	...
City & Suburban 5s (Wash.), 1943.....	100 1/2	100 1/2	...
Knoxville Traction 1st 5s, 1928.....	100 1/2	...	...
Lake Roland Elev. 5s, 1942.....	108 1/2	...	...
Lexington Rwy. 1st 5s, 1949.....	99	...	...
Macon Ry. & Lt. 1st Con. 5s, 1955.....	92	...	...
Metropolitan 5s (Wash.), 1925.....	108	...	...
Newport News & Old Pt. 5s, 1938.....	95	...	...
Norfolk Railway & Light 5s.....	94	95	...
Norfolk Street Rwy. 5s, 1944.....	102	...	...
North Baltimore 5s, 1942.....	110 1/2	...	...
United Railways 1st 4s, 1949.....	83 1/2	84 1/2	...
United Railways Inc. 4s, 1949.....	50	50 1/2	...
United Railways Funding 5s.....	77 1/2	78 1/2	...

Miscellaneous Bonds.			
Ala. Con. Coal & Iron 5s.....	81 1/2	83	...
Consolidated Gas 6s, 1910.....	102	103 1/2	...
Consolidated Gas 5s, 1939.....	107 1/2	...	...
Consolidated Gas 4 1/2s, Cts.....	93 1/2	93 1/2	...
G. B. S. Brewing 1sts.....	44 1/2	...	...
G. B. S. Brewings 2d Income.....	15	19	...
Maryland Telephone 5s.....	83	...	...
Mt. Vernon-Woodby Cot. Duck 5s.....	76 1/2	77	...

SOUTHERN COTTON-MILL STOCKS.

Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C., for Week Ending September 28.

Abbeville Cotton Mills (S. C.).....	Bid. Asked.	
Aiken Mfg. Co. (S. C.).....	91	91
American Spinning Co. (S. C.).....	120	145
Anderson Cotton Mills (S. C.).....	74	75
Arkwright Mills (S. C.).....	112	115
Augusta Factory (Ga.).....	80	80
Avondale Mills (Ala.).....	125	...
Belt Mills (S. C.).....	110	...
Bibb Mfg. Co. (Ga.).....	112 1/2	...
Brandon Mills (S. C.).....	126	...
Cabarrus Cotton Mills (N. C.).....	127	125
Chadwick Mfg. Co. (N. C.) Pfd.....	97	...
Chiquola Mfg. Co. (S. C.).....	121	130
Clifton Mfg. Co. (S. C.).....	115	120
Clifton Mfg. Co. (S. C.) Pfd.....	100	101
Clinton Cotton Mills (S. C.).....	147	...
Columbus Mfg. Co. (Ga.).....	96	101
Courtenay Mfg. Co. (S. C.).....	96	100
Dallas Mfg. Co. (Ala.).....	80	82
Darlington Mfg. Co. (S. C.).....	80	82
Eagle & Phenix Mills (Ga.).....	137	137 1/2
Easley Cotton Mills (S. C.).....	135	...
Enoree Mfg. Co. (S. C.).....	70	80
Enoree Mfg. Co. (S. C.) Pfd.....	99	100
Enterprise Mfg. Co. (Ga.).....	90	94
Exposition Cotton Mills (Ga.).....	225	240
Gainesville Cotton Mills (Ga.).....	59	63
Granby Cot. Mills (S. C.) 1st Pfd.....	4 1/2	52
Graniteville Mfg. Co. (S. C.).....	160	170
Greenwood Cotton Mills (S. C.).....	97	98 1/2
Grendel Mills (S. C.).....	119	...
Henrietta Mills (N. C.).....	161	175
King Mfg. Co., John P. (Ga.).....	97	100
Lancaster Cotton Mills (S. C.).....	110	...
Langley Mfg. Co. (S. C.).....	150	160
Laurens Cotton Mills (S. C.).....	140	150
Limestone Mills (S. C.).....	92	96
Lockhart Mills (S. C.) Pfd.....	97	100
Louis Mills (N. C.).....	90	95
Marlboro Cotton Mills (S. C.).....	91	92
Mayo Mills (S. C.).....	155	155
Mills Mfg. Co. (S. C.).....	110	...
Mills Mfg. Co. (S. C.) Pfd.....	101	...
Monaghan Mills (S. C.).....	115	120
Monarch Cotton Mills (S. C.).....	102	107 1/2
Newberry Cotton Mills (S. C.).....	140	150
Norris Cotton Mills (S. C.).....	122	125
Olympia Cot. Mills (S. C.) 1st Pfd.....	70	71
Orangeburg Mfg. Co. (S. C.) Pfd.....	80	97
Orr Cotton Mills (S. C.).....	107	108 1/2
Pacolet Mfg. Co. (S. C.).....	175	175
Pacolet Mfg. Co. (S. C.) Pfd.....	104	104 1/2
Pelzer Mfg. Co. (S. C.).....	165	175
Piedmont Mfg. Co. (S. C.).....	165	175
Poe Mfg. Co. (S. C.).....	135	135
Raleigh Cotton Mills (N. C.).....	100	105
Richland Cot. Mills (S. C.) Pfd.....	65	65
Roanoke Mills (N. C.).....	165	...

Saxon Mills (S. C.).....	125	...
Sibley Mfg. Co. (Ga.).....	63	65
Spartan Mills (S. C.).....	155	155
Springstein Mills (S. C.).....	100	...
Trion Mfg. Co. (Ga.).....	157 1/2	...
Tucapau Mills (S. C.) 1st Pfd.....	195	200
Union-Buffalo Mills (S. C.) 1st Pfd.....	70	72 1/2
Victor Mfg. Co. (S. C.).....	133 1/2	135
Warren Mfg. Co. (S. C.).....	92	93 1/2
Warren Mfg. Co. (S. C.) Pfd.....	103	...
Washington Mills (Va.).....	30	40
Washington Mills (Va.) Pfd.....	100	115
Whitney Mfg. Co. (S. C.).....	145	150
Wiscasset Mills (N. C.).....	127	135
Woodruff Cotton Mills (S. C.).....	127	135

Quotations Furnished by William S. Glenn, Broker, Spartanburg, S. C., for Week Ending September 30.

Abbeville Cotton Mills (S. C.).....	90	93
Aetna Cotton Mills (S. C.) Pfd.....	87	...
Aiken Mfg. Co. (S. C.).....	82	89
American Spinning Co. (S. C.).....	127	...
Anderson Cotton Mills (S. C.).....	80	...
Arkadia Mills (S. C.).....	98	101
Arkwright Cotton Mills (S. C.).....	110	...
Augusta Factory (Ga.).....	80	...
Avondale Mills (Ala.).....	110	...
Belt Mills (S. C.).....	115	...
Bibb Mfg. Co. (Ga.).....	115	...
Brandon Mills (S. C.).....	130	...
Brogan Mills (S. C.).....	57	62
Cabarrus Cotton Mills (N. C.).....	125	...
Chadwick Mfg. Co. (N. C.) Pfd.....	103	...
Chiquola Mfg. Co. (S. C.).....	115	...
Clifton Mfg. Co. (S. C.).....	127	...
Clifton Mfg. Co. (S. C.) Pfd.....	103	...
Clinton Cotton Mills (S. C.).....	155	...
Columbus Mfg. Co. (Ga.).....	94	97
Courtenay Mfg. Co. (S. C.).....	100	100
Dallas Mfg. Co. (S. C.).....	92	96
Darlington Mfg. Co. (S. C.).....	80	85
D. E. Converse Co. (S. C.).....	112	112
Eagle & Phenix Mills (Ga.).....	138	138
Easley Cotton Mills (S. C.).....	130	136
Enoree Mfg. Co. (S. C.).....	70	82
Enoree Mfg. Co. (S. C.) Pfd.....	100	102
Enterprise Mfg. Co. (Ga.).....	82	90
Exposition Cotton Mills (Ga.).....	225	...
Gaffney Mfg. Co. (S. C.).....	92	95
Gainesville Cotton Mills (Ga.).....	59	60
Glennwood Mills (S. C.) Cotton.....	122	...
Gluck Mills (S. C.).....	144	...
Granby Cot. Mills (S. C.) 1st Pfd.....	50	58
Graniteville Mfg. Co. (S. C.).....	100	165
Greenwood Cotton Mills (S. C.).....	94	98
Grendel Mills (S. C.).....	117	...
Hartsville Cotton Mill (S. C.).....	122	...
Henrietta Mills (N. C.).....	165	...
Inman Mills (S. C.).....	100	110
King Mfg. Co. (S. C.).....	102	110
Lancaster Cotton Mills (S. C.).....	102	110
Lancaster Cot. Mills (S. C.) Pfd.....	92	99
Langley Mfg. Co. (S. C.).....	92	96
Laurens Mills (S. C.).....	150	162
Limestone Mills (S. C.).....	140	...
Lockhart Mills (S. C.).....	90	97
Lockhart Mills (S. C.) Pfd.....	104	104
Loray Cotton Mills (N. C.) Pfd.....	90	95
Louis Mills (N. C.) Pfd.....	102	...
Marlboro Cotton Mills (S. C.).....	90	...
Mayo Mills (N. C.).....	150	200
Mills Mfg. Co. (S. C.).....	109	...
Molloy Mfg. Co. (S. C.).....	103	...
Monaghan Mills (S. C.).....	112	...
Monarch Cotton Mills (S. C.).....	105	110
Newberry Cotton Mills (S. C.).....	115	...
Ninety-Six Cotton Mills (S. C.).....	105	...
Norris Cotton Mills (S. C.).....	122	...
Odell Mfg. Co. (N. C.).....	90	...
Olympia Cotton Mills (S. C.).....	70	80
Orangeburg Mfg. Co. (S. C.) Pfd.....	80	...
Orr Cotton Mills (S. C.).....	107	...
Pacolet Mfg. Co. (S. C.).....	170	180
Pacolet Mfg. Co. (S. C.) Pfd.....	104	104
Pelzer Mfg. Co. (S. C.).....	167	175
Piedmont Mfg. Co. (S. C.).....	167	...
Poe Mfg. Co. F. W. (S. C.).....	125	130
Raleigh Cotton Mills (N. C.).....	100	...
Richland Cot. Mills (S. C.) Pfd.....	60	...
Roanoke Mills (N. C.).....	118	...
Saxon Mills (S. C.).....	124	128
Sibley Mfg. Co. (Ga.).....	63	65
Spartan Mills (S. C.).....	155	155
Springstein Mills (S. C.).....	100	...
Trion Mfg. Co. (Ga.).....	132	140
Tucapau Mills (S. C.).....	200	...
Union-Buffalo 1st Pfd.....	70	75
Union-Buffalo 2d Pfd.....	20	27
Victor Mfg. Co. (S. C.).....	130	...
Warren Mfg. Co. (S. C.).....	107	109
Warren Mfg. Co. (S. C.) Pfd.....	104	107
Washington Mills (Va.).....	25	...
Washington Mills (Va.) Pfd.....	100	105
Whitney Mfg. Co. (S. C.).....	150	...
Wiscasset Mills (N. C.).....	127	...
Woodruff Cotton Mills (S. C.).....	136	140

Bankers' Convention Ended.

The annual convention of the American Bankers' Association, which held its sessions in Atlantic City last week, adjourned on Friday after electing officers as follows: J. D. Powers, vice-president of the Third National Bank of Louisville, Ky., president; George M. Reynolds, president Continental National Bank, Chicago, vice-president. The executive council elected as secretary of the association Frederick E. Farnsworth of Marlborough, Mich., to succeed James R. Branch of New York, who had held the position for 15 years. Lewis E. Pierson of New York was elected chairman of the council and A. A. Craigs of Minneapolis and W. C. Fitzwilliam of New York were re-elected to their positions of treasurer and assistant secretary.

A resolution favoring Federal and State supervision of issues of stocks and other securities by public-service corporations was referred to the new executive council for consideration, as was another resolution recommending that treasury and bank

notes be printed with a different color for each denomination to easily distinguish them one from the other and to hinder note-raising or similar frauds.

The convention also approved the recommendation of the Hepburn commission for the Government to permit the issue of credit currency. This special currency commission, headed by A. Berton Hepburn of New York as chairman, was continued. The recommended plan is that any national bank in business for a year and having surplus equal to 20 per cent. of its capital may issue credit notes amounting to 40 per cent. of its bond-secured circulation, but with a tax of 2 1/2 per cent. on the amount outstanding; also a further tax of credit notes equal to 12 1/2 per cent. of the bank's capital, but with a tax of 5 per cent. applied as above. Reserves must be carried against credit notes as now required against deposits.

State Banks in Oklahoma.

A condensed statement of 293 State banks at close of business September 3 shows loans and discounts, \$11,158,516; due from banks, \$4,620,096; cash in banks, \$1,030,425; total resources, \$18,556,246; capital stock paid in, \$3,168,200; surplus fund, \$394,843; undivided profits, \$523,594; due to banks, \$272,816; individual deposits, \$13,731,607, an increase of \$400,000 during the past six months.

New Corporations.

Reports state that a company is being formed to establish a bank at Rentz, Ga. Lexington capitalists are reported to be organizing a new bank and trust company at Danville, Ky., with \$100,000 capital.

A State bank with \$10,000 capital is reported being organized at Saluda, Texas. Dr. A. W. Davis is the principal promoter.

The Farmers' State Bank of Shiner, Texas, has been incorporated with \$12,000 capital by D. L. Mayes, A. H. McKee and others.

The Bank of Moselle has been incorporated at Moselle, Mo., with \$10,000 capital by G. J. Wiley, J. E. Pipkin, P. Saurerwald and others.

The Farmers' Bank of Conway, S. C., has been incorporated with \$10,000 capital by J. A. Shields, E. W. Cook, W. I. Diefenderfer and others.

The West Nashville Savings Bank of Nashville, Tenn., has been granted a charter. Dr. J. P. Miller, Jr., is president and W. B. Felts cashier.

The Bank of Lawton at Lawton, O. T., capital \$10,000, has begun business with M. A. Wert president and J. F. Dickman of Des Moines, Iowa, cashier.

The First State Bank of Hansford, Texas, capital \$10,000, has been incorporated by J. H. Wright, G. E. Ellison, Bert O. Cotter and John Cotter.

The First National Bank of Buffalo, O. T., capital \$25,000, has been authorized to begin business with H. F. Johnson president and E. C. Johnson cashier.

The Western Trust Co. at Holdenville, O. T., capital \$50,000, has been incorporated by Hampton B. Gooch, William O. Gooch and Walker E. Templeton.

The Beckham Abstract Co. of Sayre, O. T., has been incorporated with \$10,000 capital by James H. Philpott and John L. Moran of Sayre, Ed Baker of Watonga.

The Bank of Lawton at Lawton, O. T., capital \$10,000, has begun business with M. A. Wert of Lawton president and J. F. Dickman of Des Moines, Iowa, cashier.

The First State Bank & Trust Co. is being organized at Snyder, Texas, with \$50,000 capital by H. B. Patterson, formerly president of the First National Bank.

The Farmers' Real Estate & Loan Co. of Olustee, O. T., capital \$25,000, has been incorporated by A. B. Dunlap and N.

T. Gilbert of Lawton, and B. E. Kelly of Olustee.

The First National Bank of Alex, I. T., has been approved; capital \$25,000. The organizers are Richard Rudesill, Alex. T. Garner, Benj. Traner, T. H. Dyer and F. N. Frey.

The First National Bank of Canton, Texas, has been authorized to begin business; capital \$25,000. M. L. Cox is president; L. L. Jester, vice-president; Spencer Starnes, cashier, and Irby Christopher, assistant cashier.

The Charleston Realty & Trust Co. of Charleston, S. C., has begun business with \$25,000 capital. The officers are: President, F. F. Herndon; vice-president, Berkeley Grimbail, and secretary and treasurer, C. F. Muckenfuss.

The Farmers and Merchants' Building and Loan Association of Gaffney, S. C., has organized with the following officers: President, N. H. Littlejohn; vice-president, J. L. Walker; secretary and treasurer, Chas. W. Hames, and J. C. Otts, attorney.

The Farmers and Mechanics' Building and Loan Association has organized at Gaffney, S. C., with the following officers: President, N. M. Littlejohn; vice-president, J. L. Walker; secretary and treasurer, Charles W. Hames, and J. C. Otts, attorneys.

The Security Bank of Cave City, Ark., has filed articles of incorporation; capital \$20,000. The incorporators are Philo Alden, president; E. E. Wilson, vice-president; H. D. Ream, secretary and treasurer; E. R. Hughes, T. D. Pattishall and others.

The Federal American Banking Corporation, with principal office in Alexandria, Va., has elected the following officers: R. W. Beall, president; Cornelius Eckhardt and H. P. Huddleson, vice-presidents; Gustave Bender, secretary, all of Washington, D. C.

The Citizens' Bank of Highland at Monterey, Va., has organized with president, Charles P. Jones; vice-president, H. E. Colaw; cashier, C. M. Lunsford; directors, L. H. Stephenson, H. E. Colaw, C. T. Fleisher, Charles P. Jones, J. W. Hevener, V. B. Bishop and William McNulty; capital \$20,000.

The Nassau County Bank is to begin business at Fernandina, Fla., November 1 with the following directors: President, John G. McGiffin; vice-president, C. H. Chestnut; cashier, Everett Mizell; directors, E. W. Bailey, N. B. Borden, Chas. J. Davis, T. S. Davis, L. G. Hirth, D. G. Humphreys, C. Brandon McNair.

The First National Bank of Springtown, Texas, is reported to have begun business with the following directors: W. H. Edleman, president; J. F. Ward, vice-president; H. C. Farlow, cashier; directors, W. H. Edleman, J. F. Ward, F. C. Farlow, A. J. Cunningham, G. B. Moody, J. M. McCracken and J. B. Doughty.

The Bank of Mineral Bluff at Mineral Bluff, Ga., capital \$75,000, is reported to have begun business with John D. Walker of Sparta, president; John W. Anderson, vice-president; Benjamin F. Gary, cashier; directors, Dr. A. F. Christopher, J. F. McNelly, J. M. Orr, H. M. McHan, Van Lane, J. A. Dockery, G. M. Dickey.

The Mt. Sterling Building and Savings Association of Mt. Sterling, Ky., capital \$100,000, has been incorporated by G. H. Strother, H. G. Hoffman, W. T. Tyler, W. R. Thompson, W. A. Samuels, W. A. Sutton and R. P. Walsh. Charles D. Grubbs was elected president, W. P. Guthrie vice-president and David Howell secretary and treasurer.

The Bank of Taylors, capital \$20,000, has been organized at Taylors, S. C., with J. W. Kendrick, president; J. F. Freeman, vice-president, and A. G. Taylor, cashier; directors, W. C. Cleveland, W. A. Adams, R. L. Andrea, D. H. Bull, J. A. Bull, J. A. Cook, J. F. Freeman, H. J. Gilreath, G. W. Hill, J. W. Hendrick, J. N. Langley, W. A. Neves, J. W. Norwood, L. O. Patterson, Alfred Taylor, A. G. Taylor, A. C. Wood.

New Securities.

Albany, Ga.—The city has voted \$75,000 of municipal improvement bonds, according to a letter received by the MANUFACTURERS' RECORD. The amounts are: For surface sewerage, \$37,500; extension of water mains, \$7,500; street paving, \$10,000; city hall and barracks, \$30,000; opening new street, \$5,000. This makes a total of \$90,000, \$15,000 being voted by the Council from the city treasury. C. W. Rawson is Mayor.

Alva, O. T.—An election is to be held October 17 to vote on \$40,000 of water-works and sewer bonds.

Ardmore, I. T.—The election held September 24 to vote on school, street, water-works and other improvement bonds failed to carry, so the MANUFACTURERS' RECORD is informed. R. W. Dick is Mayor.

Austin, Texas.—The \$150,000 of 5 per cent. 1-20-year bonds issued by the State Railroad have been purchased by the State school fund.

Baxley, Ga.—The amount of bonds recently voted by Appling county amounted to \$50,000.

Bay Minette, Ala.—The Town Council has been petitioned by the School Improvement Association to call an election to vote on bonds for school improvements.

Beaumont, Texas.—The \$300,000 of Jefferson county road-improvement bonds have been approved, and bids for same will soon be asked.

Birmingham, Ala.—An ordinance is to be introduced in the City Council, it is stated, asking that an election be held to vote on about \$3,000,000 of bonds for water-works.

Blue Ridge, Ga.—An election is to be held November 23 to vote on \$30,000 of 5 per cent. 30-year sewer, light and water-works bonds.

Brackett, Texas.—The Attorney-General has approved \$17,000 of 5 per cent. 20-40-year independent school district bonds.

Camden, Ark.—The question of issuing \$80,000 of water-works bonds is reported under consideration.

Canton, Ga.—The MANUFACTURERS' RECORD is informed that the city voted \$30,000 of water-works and electric-light bonds. S. T. Worley is Mayor.

Capitol Hill, O. T.—The MANUFACTURERS' RECORD is informed that the recent election to vote on \$65,000 of water-works and \$20,000 of sewer bonds failed to carry, but that it is expected to again submit the proposition. H. C. Schilling is Mayor.

Cedar Hill, Texas.—The Attorney-General has approved \$9500 of 5 per cent. 10-40-year independent school district bonds.

Chillicothe, Mo.—On October 17 an election is to be held to decide the question of issuing \$17,000 of improvement bonds.

Collins, Miss.—Reports state that on October 7 Covington county will issue \$20,000 of bonds for completion of courthouse.

Collins, Miss.—At the recent election the proposition to issue \$5000 of water-works bonds was defeated.

Comanche, Texas.—Comanche county has voted \$170,000 of 40-year road bonds.

Commerce, Texas.—Bids will be received until 8 P. M. October 7 by C. E. Randle, City Secretary and Treasurer, for \$16,000 of 4½ per cent. 20-30-year water-works bonds.

Crowell, Texas.—An issue of \$4500 of 5 per cent. 10-20-year schoolhouse bonds of Crowell independent school district has been approved.

Del Rio, Texas.—The city has voted \$30,000 of school bonds.

Elba, Ala.—The election held September 9 to vote on \$50,000 of Coffee county road-improvement bonds failed to carry.

Fairview, O. T.—The city has voted \$50,000 of water-works bonds. C. E. Dunham is City Clerk.

Glenwood, Texas.—On October 12 an election is to be held to vote on \$20,000 of building bonds of Glenwood school district.

Goldthwaite, Texas.—Mills county was recently awarded at par and accrued interest \$5000 of 5 per cent. 5-40-year schoolhouse bonds.

Grand Falls, Texas.—On October 19 an election is to be held to vote on \$35,000 of ditch bonds of Grand Falls irrigation district, Ward county.

Greenville, Ala.—The city has voted \$12,000 of 5 per cent. 30-year paving bonds.

Hartsville, S. C.—No satisfactory bids were received September 20 for \$25,000 of 5 per cent. building bonds of school district No. 32.

Jackson, Miss.—E. H. Rollins & Sons of Chicago have been awarded at a premium of \$20,088 the \$216,000 of 6 per cent. 20-year water-works bonds.

Johnson City, Tenn.—Bids will be received until 7 P. M. October 3 by W. B. Harrison, chairman finance committee, for \$108,000 of 6 per cent. 1-10-year district improvement, \$34,000 of 5 per cent. 20-year city improvement and \$16,000 of 5 per cent. 20-year sewer bonds.

Kirkville, Mo.—Reports state that \$19,000 of bonds were recently voted.

Lafayette, Ala.—The election held in Chambers county to decide the question of issuing \$120,000 of 5 per cent. road bonds was defeated.

Laredo, Texas.—An ordinance providing for \$40,000 of independent school district bonds has been authorized by the Board of Education. E. A. Atlee is City Attorney.

Lineville, Ala.—The city has voted \$8000 of school-building bonds.

Madison, Ga.—An election is to be held October 7 to vote on \$50,000 of 4½ per cent. water-works and sewerage bonds.

Madison, Ga.—An election is to be held October 7 to vote on \$50,000 of 4½ per cent. 16-30-year water-works and sewer bonds.

Marshall, Texas.—The \$90,000 of 5 per cent. 10-40-year sidewalk paving bonds have been approved.

Maryville, Mo.—The MANUFACTURERS' RECORD is informed that \$35,000 of infirmity bonds voted by Nodaway county will be offered in December. F. R. Anthony, M.D., is county health officer at Maryville.

Maysville, Ky.—The State National Bank of Maysville has been awarded at par \$30,000 of 4 per cent. 20-year building bonds of Maysville school district.

Meridian, Miss.—The city is reported to have voted \$50,000 of water-works extension bonds.

Monroe City, Mo.—The election held in Monroe county to vote on \$50,000 of courthouse bonds failed to carry.

New Orleans, La.—The 17 5 per cent. notes of \$20,000 each offered September 23 by the board of commissioners of Lafourche basin levee district were not sold.

Newport, Tenn.—The city has voted \$50,000 of 4½ per cent. 10-30-year water, light and sewer bonds.

Nichols, Ga.—On September 14 the city voted \$10,000 of school bonds. S. L. Vinson is clerk of the Board of Education.

North, S. C.—Bids will be received by the trustees of North School District No. 34 until noon October 22 for \$8000 of 20-year bonds, interest 5 and 6 per cent. J. L. Reeves is clerk.

Palmetto, Fla.—The city has voted bonds for water-works, jail, street and other improvements.

Paris, Ky.—On November 5 an election is to be held to vote on \$56,000 of school bonds.

Pawhuska, O. T.—Bids will be received until 3 P. M. October 7 by W. J. Boone, City Clerk, for \$60,000 of water-works and \$40,000 of sewer 6 per cent. 30-year bonds.

Phoebe, Va.—Bids will be received until 8 P. M. October 10 for \$20,000 of 30-year 5 per cent. street-improvement bonds.

Picayune, Miss.—An issue of \$8000 of school bonds has been sold to E. F. Tate at par.

Pleasant Valley, W. Va.—An election is to be held October 15 to vote on bonds to pay outstanding indebtedness and to redeem other bonds.

Raleigh, N. C.—The election to vote on \$100,000 of auditorium bonds failed to carry.

Tensas (P. O. Vidalia), La.—The \$30,000 of 5 per cent. 10-20-year refunding bonds of Tensas basin levee district have been purchased by the State school fund.

Van Buren, Ark.—The State National Bank has purchased at par and accrued interest \$30,000 of 4 per cent. school bonds.

Waynesville, N. C.—An election is to be held in Haywood county October 17 to vote on about \$90,000 of bonds in aid of the South Atlantic Transcontinental Railroad.

Winston-Salem, N. C.—The Wachovia Loan & Trust Co. of Winston-Salem, N. C., has purchased \$150,000 of 5 per cent. street-improvement bonds.

At Beaumont, Texas, bids will be received until 10 A. M. October 21 for \$50,000 of 5 per cent. 20-40-year Jefferson county road bonds. *Further particulars will be found in the advertising columns.*

At Frederick, Md., bids will be received until noon October 15 for \$150,000 of 5 per cent. first mortgage bonds of the Washington, Frederick & Gettysburg Railway Co. *Further particulars will be found in the advertising columns.*

Financial Notes.

Rome, Ga., has purchased for cancellation \$3500 of 6 per cent. city bonds.

The Hibernia Bank & Trust Co. of New Orleans, La., has opened a new trust and savings department.

The Bank of Tarboro at Tarboro, N. C., is reported to have increased its capital from \$5000 to \$10,000.

The Mercantile Trust Co. of St. Louis, Mo., is reported to have absorbed the Missouri-Lincoln Trust Co. of the same city.

The conversion of the Bank of Newark into the First National Bank of Newark, Ark., has been approved; capital \$25,000.

The First State Bank of Junction, Texas, it is stated, has amended its charter, increasing its capital from \$20,000 to \$25,000.

The Fayetteville Scottish Fire Insurance Co. of Fayetteville, N. C., is reported to have increased its capital from \$50,000 to \$100,000.

The Bank of Somerville at Somerville, Texas, is reported to have amended its charter, increasing its capital from \$10,000 to \$25,000.

The Florida Life Insurance Co. of Jacksonville, Fla., is reported to have under consideration the question of increasing its capital from \$1,000,000 to \$2,000,000.

At the annual convention of the American Bankers' Association, held at Atlantic City, N. J., James D. Powers was elected president and George M. Reynolds vice-president.

Reports state that the Bay City National Bank of Bay City, Texas, will reorganize as the Bay City State Bank & Trust Co. The incorporators are Henry Rugely, T. J. Pool, H. L. Rugely, A. S. Morton, J. M. Corbett, G. M. Magill and R. E. Vineyard.

[For Additional Financial News, See Page 80.]

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